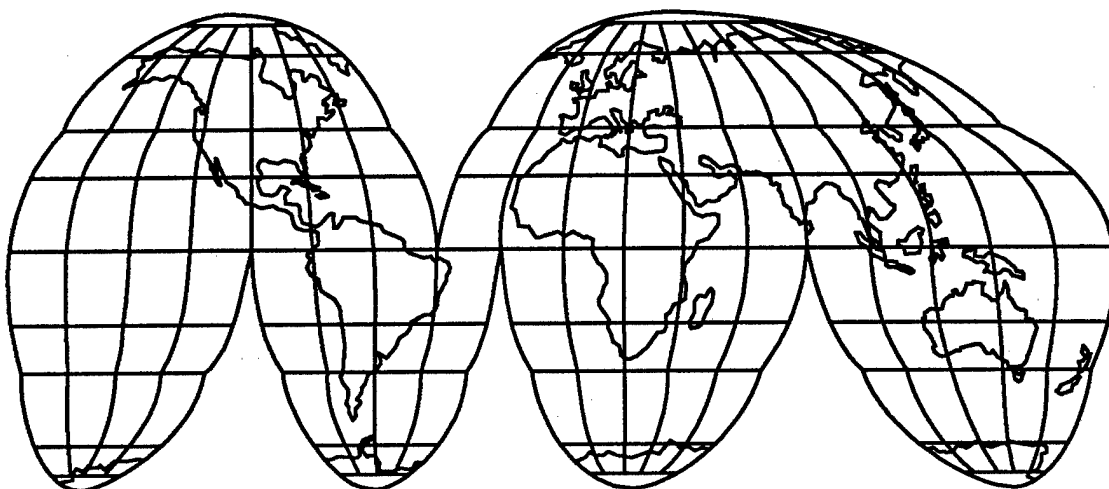




U.S. Department of Transportation
Federal Aviation Administration

Office of Civil Aviation Security

Criminal Acts Against Civil Aviation



1997

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FOREWORD

Criminal Acts Against Civil Aviation is a publication of the Federal Aviation Administration's Office of Civil Aviation Security. This document records incidents that have taken place against civil aviation aircraft and interests worldwide. *Criminal Acts* has been published each year since 1986. Incidents recorded in this report are summarized in regional geographic overviews. Feature articles focus on case histories or on specific aviation-related issues. Incidents are also sorted into one of seven categories and compared over a five-year period. In addition, charts and graphs have been prepared to assist the reader in interpreting the data. The cutoff date for information in this report is December 31, 1997.

The information contained in this publication is derived from a variety of foreign and domestic sources. In many cases, however, specific details of a particular incident may not be available, especially if it occurs outside the United States. While every effort has been made to provide complete and accurate information, it is not always possible to verify accounts of some incidents.

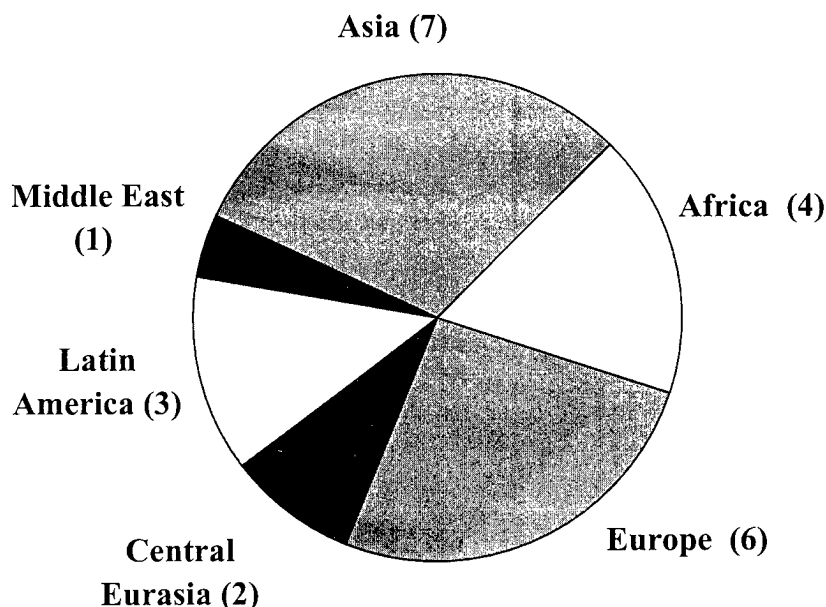
The FAA maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil and general aviation interests worldwide, which are used to compile this report. Offenses such as these represent serious threats to aviation safety and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

Hijacking and commandeering incidents are viewed within the context of the U.S. Federal criminal statute (49 USC 1472 (i)), which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any other form of intimidation, and with wrongful intent, of any aircraft. This report does not distinguish between an act of air piracy and an attempted act of air piracy for statistical purposes.

The 1997 issue of *Criminal Acts Against Civil Aviation* will soon be available on the world wide web. The report can be found on the web page for the Office of Civil Aviation Security at: [HTTP//CAS.FAA.GOV/CAS/CRIM97.HTM](http://CAS.FAA.GOV/CAS/CRIM97.HTM). The 1996 Crimacts is already on this web site as CRIM96.HTM.

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1997 IN REVIEW



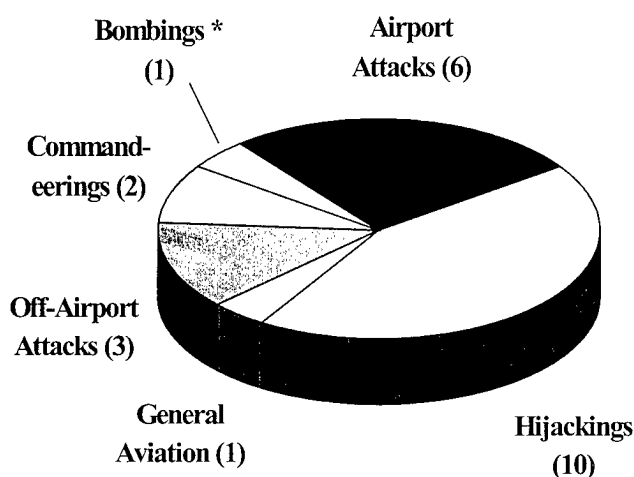
Incidents Against Aviation - 1997 By Region - 23 Incidents

Twenty-three incidents involving attacks against civil aviation interests worldwide were recorded in 1997. These 23 incidents are 12 fewer than the number recorded in 1996 and also the fewest recorded in *Criminal Acts Against Civil Aviation* since the report was first published in 1986. Incidents in 1997 were fairly evenly dispersed throughout the world; no one geographical area had significantly more incidents than another. Seven incidents were recorded in Asia; Europe accounted for six incidents; the sub-Saharan Africa region recorded four incidents; the Latin America and Caribbean geographical area accounted for three incidents; Central Eurasia recorded two incidents; and the Middle East and North Africa region accounted for one incident. There were no incidents recorded in North America. China had the most incidents (3) of any one country during the year. The highest percentage of incidents in 1997 (39% or nine incidents) were hijackings.

The seven incidents recorded in Asia in 1997 included five hijackings, a commandeering, and an airport attack. The five hijackings give Asia once again the distinction of having the most hijackings of any geographic region. Only once in the past five years, in fact, has Asia not had more hijacking incidents than any other region. All five hijacking incidents in 1997 occurred on domestic flights. Three of the five hijackings took place in China; in each incident the hijacker wanted to be taken to Taiwan to seek asylum. One incident ended when the hijacker was shot and killed by security

personnel on the aircraft. One hijacking incident occurred in Taiwan, and the hijacker demanded to be taken to China for asylum. One hijacking also took place in Japan, with the hijacker demanding to be flown to the United States. The lone commandeering incident occurred in New Zealand on a commuter plane. The airport attack occurred in India when a passenger left a box which exploded.

Two incidents—an airport attack and a hijacking—were recorded in **Central Eurasia**. The airport attack was an attempted bombing in Kazakhstan. The hijacking was on a Russian plane on a domestic flight; the hijacker wanted to go to Switzerland.



Worldwide Civil Aviation Incidents - 1997
By Category

* Bombings/Attempted Bombings of Aircraft

Europe also had six incidents recorded in 1997: three off-airport facility attacks, two hijackings, and an airport attack. The off-airport attacks were against airline ticket offices; the same Alitalia office in Greece was targeted twice, and an Air France office was bombed in France. These off-airport attacks were the only incidents recorded in this category in 1997. The two European hijackings occurred on international flights. A refugee seized an Austrian plane because he feared being repatriated to Bosnia. The other hijacking was committed by two individuals who took control of an Air Malta flight en route to Turkey in order to make a statement about a prisoner. The airport attack involved a Spanish separatist group firing grenades at Madrid's airport.

A hijacking, an airport attack, and an in-flight bombing of an airplane were the three incidents recorded in the **Latin America and Caribbean** geographic area. The in-flight bombing of an airplane occurred aboard a Brazilian airliner on a domestic flight and may have been a suicide attempt by

one of the passengers. The plane landed safely, but tragically, one person was killed. This incident was the only one of its type in 1997. The hijacking occurred on a small seven-seat plane in Peru; the hijackers wanted to rob another passenger. The other incident in the region—an airport attack—was a bombing in Colombia.

Only one incident, a hijacking, was recorded in the **Middle East and North Africa** geographic region. This is the fewest number of incidents in this region in the past five years, surpassing three incidents in 1995. The hijacking occurred on a domestic Iranian air carrier and involved an individual seeking asylum.

For the second consecutive year, and third year in the past five, no incidents were recorded in **North America**.

Four incidents—two airport attacks, an aircraft commandeering, and a general aviation/charter aviation hijacking—were recorded in the **sub-Saharan Africa** region. Two of the incidents occurred in Zaire. Both airport attacks were bombings: one may have been committed for revenge, and the motive for the other is unknown. The commandeering incident was committed by soldiers and involved a domestic carrier. The hijacking of the charter flight involved refugees being repatriated to Rwanda from Gabon.

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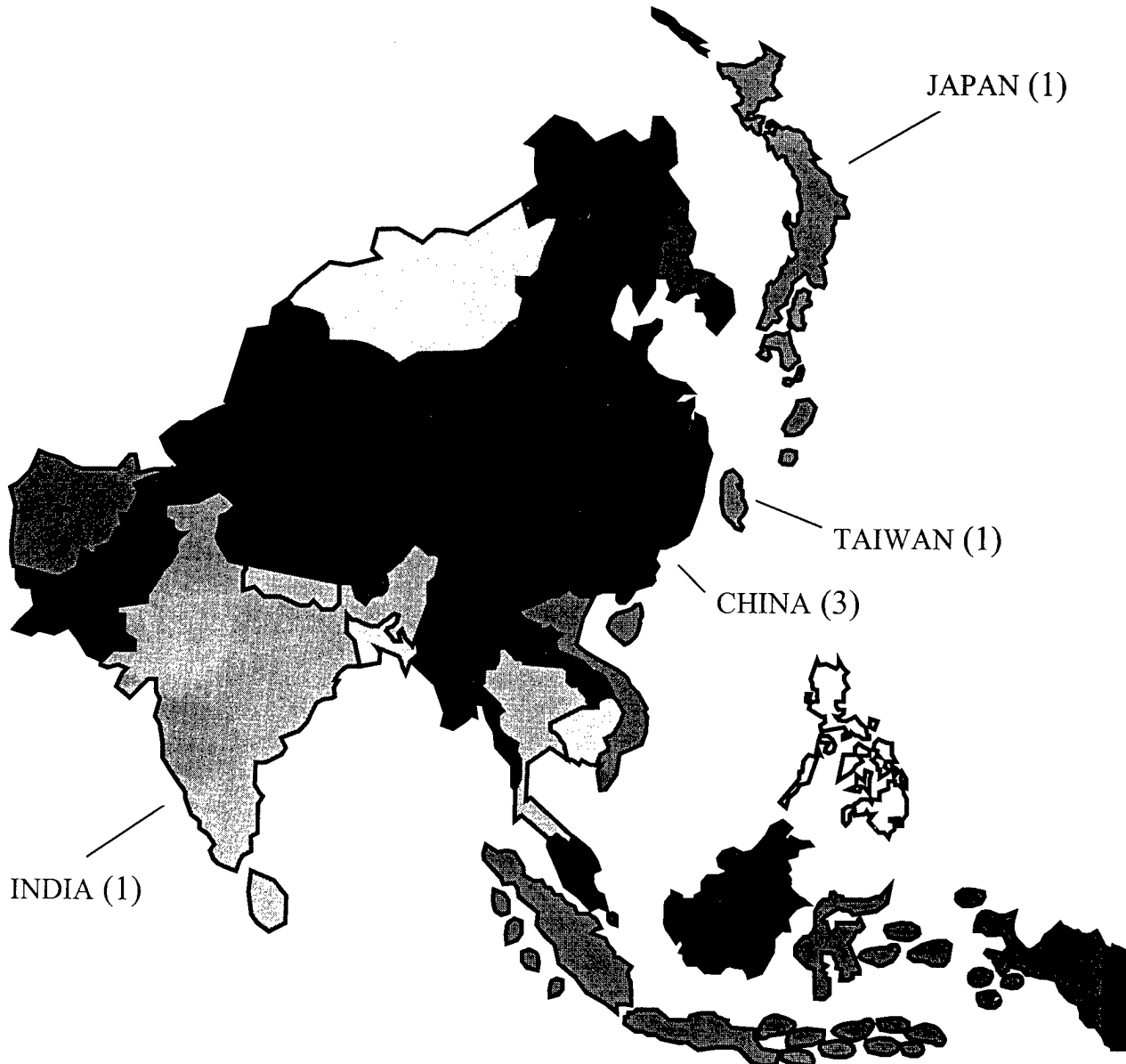
GEOGRAPHIC OVERVIEWS

SIGNIFICANT CRIMINAL ACTS

AGAINST

CIVIL AVIATION

ASIA



Incidents included in statistics: 7

Incidents not included in statistics: 1

NEW ZEALAND (1)

Chronology

| | | |
|-------------|------------------------------------|-----------------|
| January 20 | Hijacking—All Nippon Airways | Japan |
| January 22 | Commandeering—Air Nelson | New Zealand |
| February 10 | Hijacking—China Northwest Airlines | China |
| March 10 | Hijacking—Far East Air Transport | Taiwan to China |
| April 8 | Shooting at Phnom Penh Airport | Cambodia * |
| June 2 | Hijacking—Air China | China |
| August 12 | Bombing—Hyderabad Airport | India |
| December 22 | Hijacking—China Eastern Airlines | China |

* Incident Not Counted in Statistics

January 20, 1997—Hijacking—All Nippon Airways—Japan

An All Nippon Airways (ANA) Boeing 777 aircraft with 182 passengers and a crew of ten was hijacked by a 31-year-old Japanese man during a flight from Osaka to Fukuoka. Twenty minutes into the flight the man removed a cooking knife from his jacket, accosted a cabin crew member, and demanded to be taken to the cockpit. When the flight crew failed to open the door after the hijacker knocked, he forced his way into the flight deck and demanded that the aircraft be flown to the United States. The flight crew explained that there was not enough fuel to fly there and convinced the hijacker to land at Fukuoka for refueling. Upon landing, the hijacker again demanded to be flown to the United States. The pilot stopped the aircraft along the taxiway and asked that the passengers be released; the hijacker agreed. However, the hijacker then attempted to leave the aircraft with the other passengers, who were unaware of the hijacking. Crew members were able to overpower the hijacker and turn him over to police. There were no injuries as a result of the hijacking.

January 22, 1997—Commandeering—Air Nelson—New Zealand

A 32-year-old man armed with a knife seized control of a Saab commuter aircraft at the Nelson, New Zealand, airport. The man drove up to the aircraft parked on the tarmac and took as hostages the pilot, copilot, and steward, who were going through post-arrival checks following a flight from Auckland. After the airport was cordoned off, a police negotiator boarded the aircraft and negotiated the release of the three crew members. The man complied with the police request to put down his weapon, and he was taken into custody. No one was injured in the incident.

February 10, 1997—Hijacking—China Northwest Airlines—China

A China Northwest Airlines plane with 158 passengers and a crew of 15 was hijacked by a Chinese man during a domestic flight from Chongqing, Sichuan Province, to Zhuhai, Guangdong Province. The hijacker, carrying an attaché case which he claimed was filled with explosives, threatened to blow up the aircraft unless he was flown to Taiwan. The pilot reportedly maneuvered the aircraft in order to throw the hijacker off balance, allowing security guards and passengers to overpower him. The pilot made an emergency landing at Baiyun Airport in Guangzhou Province, where the hijacker was turned over to authorities. No explosives were found in the attaché case, and there were no injuries as a result of the incident.

March 10, 1997—Hijacking—Far East Air Transport—Taiwan to China

A Taiwanese man hijacked a Far East Air Transport B-757 aircraft to Xiamen, China, during a flight from Kaohsiung to Taipei in Taiwan. The lone hijacker doused himself with gasoline and demanded to be flown to China. The hijacker reportedly told the pilot that he was a victim of political repression and wanted political asylum. The aircraft, carrying 150 passengers and a crew of six, landed safely less than two hours later in the southeastern city of Xiamen. The hijacker was taken into custody by Chinese authorities upon the plane's arrival in Xiamen. There were no injuries resulting from this incident. The hijacker, a former journalist, reportedly had been fired from his job at a Taiwanese

newspaper in 1996 for disciplinary problems. Prior to this incident, the last hijacking of a Taiwanese airliner to China occurred in May 1986.

April 8, 1997—Shooting at Phnom Penh Airport—Cambodia *

A prominent Cambodian businessman shot at the tires of a Royal Air Cambodge B-737-400 aircraft following a dispute over an alleged late-arriving flight and lost luggage. Upon arrival at Phnom Penh's Pochentong Airport, the businessman took an automatic weapon from his bodyguard after meeting him at the VIP lounge area, returned to the tarmac, and opened fire on the aircraft. The businessman said he was angry because, allegedly, the pilot was rude to him when he boarded at the last minute in Hong Kong, the flight arrived late in Phnom Penh, and the airline lost his luggage but offered only one-tenth of its value to replace it. Several staff were on the aircraft at the time of the shooting, and there also was fuel remaining in the aircraft tanks. No one was injured in the shooting, but the front wheel of the plane was damaged and had to be replaced.

June 2, 1997—Hijacking—Air China—China

A Chinese woman hijacked Air China flight 1301 (a B-747 or 777 aircraft) between Beijing and Guangzhou. The hijacker reportedly told the male passenger seated next to her that she wanted to go to Taiwan and would "blow up the airplane if necessary" to get there. The woman then got out of her seat and, after 20 minutes, still had not returned. The man became worried and notified a flight attendant, who informed the captain. It is unclear what then transpired aboard the aircraft; however, approximately 90 minutes into the flight, the plane suddenly landed at Wuhan's airport without any announcement having been made. The aircraft stopped at the end of the runway, and passengers were told to deplane as soon as possible to cars and buses waiting to take them away. The hijacker was turned over to the authorities, and the aircraft was searched for explosives but none were found. The passengers were again enplaned, and the aircraft continued on its flight to Guangzhou.

August 12, 1997—Bombing—Hyderabad Airport—India

A man who checked in to board a flight to New Delhi left a box at the exit of the departure lounge at Begumpet Airport in Hyderabad. The box, which contained a small explosive device, emitted smoke and then exploded. There were no injuries from the explosion, and no one claimed responsibility.

December 22, 1997—Hijacking—China Eastern Airlines—China

A Chinese man hijacked a China Eastern Airlines aircraft (probably an A-300 Airbus) during a domestic flight between Shanghai and Xiamen. The incident began shortly after takeoff of flight MU 5915 when the man announced that he was carrying a bomb concealed in his bag and demanded to be flown to Taiwan. The flight, however, continued to Xiamen Airport. When the crew lowered the landing gear as the plane neared the airport, a struggle ensued between the hijacker and security

personnel. The hijacker was shot and killed during the scuffle. The plane landed safely, and there were no other injuries.

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CENTRAL EURASIA



Incidents included in statistics: 2

Incidents not included in statistics: 1

Chronology

| | | |
|-------------|----------------------------------|------------|
| March 29 | Grenade Found on Charter Flight | Russia * |
| June 17 | Attempted Bombing—Almaty Airport | Kazakhstan |
| December 10 | Hijacking—Rossiya Airlines | Russia |

* Incident Not Counted in Statistics

March 29, 1997—Grenade Found on Charter Flight—Russia *

A live hand grenade was found in the cabin of a plane during routine pre-flight inspection at the airport in Makhachkala, Dagestan. The plane, a Tupolev TU-154 aircraft, had been chartered by several tourist companies to take passengers to Fujairah, United Arab Emirates. The device was successfully defused. It is not known if the grenade was deliberately left on the plane or accidentally left behind.

June 17, 1997—Attempted Bombing—Almaty Airport—Kazakhstan

An explosive device discovered at the customs cargo terminal at Almaty Airport was dismantled by a bomb disposal unit. The device, described as “being of high technical quality,” reportedly was placed near a storage area for combustibles and lubricants. There was no claim of credit.

December 10, 1997—Hijacking—Rossiya Airlines—Russia

An Ilyushin IL-62 aircraft with 142 passengers and 13 crew members was hijacked during a Magadan-to-Moscow flight. The plane had been leased to a local aviation company, Magma, by Rossiya Airlines (Russian State Transportation Company). The hijacker claimed to have explosives and demanded (U.S.) \$10 million and safe passage to Switzerland when the plane landed in Moscow. He also demanded to meet with Swiss and Russian officials. Shortly after the plane landed at Moscow’s Sheremetyevo Airport, the hijacker permitted 48 passengers to deplane to an awaiting bus. The hijacker was seized by special operations personnel about an hour later when he came out to speak with authorities. The remaining hostages were then freed unharmed. The hijacker acted alone although he claimed to have two accomplices; he also carried a fake explosive device.

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EUROPE



Incidents included in statistics: 6

Incidents not included in statistics: 0

Chronology

| | | |
|------------|-----------------------------------|------------------|
| January 6 | Grenade Attack—Madrid Airport | Spain |
| January 7 | Hijacking—Austrian Airlines | Germany |
| January 28 | Bombing—Air France Office | France |
| April 4 | Attempted Bombing—Alitalia Office | Greece |
| June 9 | Hijacking—Air Malta | Malta to Germany |
| October 19 | Bombing—Alitalia Office | Greece |

January 6, 1997—Grenade Attack—Madrid Airport—Spain

The Basque separatist group Basque Fatherland and Liberty (ETA) launched five rifle grenades at Madrid's Barajas Airport during the early morning hours. A total of three grenades detonated (two in the airport's outer perimeter) and two were deactivated by Spanish police. No injuries were reported, and there was no damage to airport property. The grenades were fired from homemade launch tubes located approximately 800 meters (approximately ½ mile) from the airport perimeter. Two grenades exploded approximately 100 meters inside the airport perimeter and 650 meters from an area used to park aircraft. The nearest parked aircraft to the detonation site belonged to Iberia and Swissair. Police believe the attack was intended to cause disruption to airport flights by damaging the tarmac. In response to the attack, the number of Civil Guard personnel at the airport was increased in order to protect the outer perimeter areas of the airport.

January 7, 1997—Hijacking—Austrian Airlines—Germany

A Bosnian male refugee hijacked Austrian Airlines flight OS 104, a McDonnell Douglas MD-80 aircraft with 28 passengers and five crew, which was en route from Berlin, Germany, to Vienna, Austria. The hijacker, who was seated in the third row, gained access to the cockpit while carrying a wooden baton and a small knife with a nine centimeter (3 ½ inch) blade. He reportedly concealed the knife in his jacket prior to boarding the aircraft. The hijacker was apparently motivated by the fact that his German visa was to expire the following week, and he reportedly feared repatriation in Bosnia. He demanded that the pilot return the aircraft to Berlin. The plane landed safely at Berlin's Tegel Airport and was moved to an isolated area. While local authorities communicated with the hijacker in the front of the plane, German police entered the plane from the rear. They overpowered the hijacker, who was intoxicated, and placed him under arrest. There were no injuries to passengers or crew members. According to airport security personnel, the knife used by the hijacker was small enough under airline regulations to be allowed aboard the aircraft. On July 25, the hijacker was tried, convicted, and sentenced to seven years in prison.

January 28, 1997—Bombing—Air France Office—France

An explosive device detonated at the offices of Air France in the southern port city of Nice, causing extensive property damage but no injuries. A radical wing of the separatist Corsican National Liberation Front (FLNC) took responsibility for the blast. The claim stated that the attack was carried out to protest the high airline and ferry boat fares to and from the Mediterranean island of Corsica. The group stated that the high fares were hurting the island's economy. The attack was also in response to the French government's crackdown on the FLNC, including the arrest of several of the group's political leaders in December 1996 and January 1997.

April 4, 1997—Attempted Bombing—Alitalia Office—Greece

An improvised explosive device (IED) was placed at the entrance of the office of the Italian national carrier, Alitalia. Greek police responded to a telephone call warning that a bomb had been

placed at the office, which is located in the Argyrouplis suburb in Athens. The IED was found in a plastic bag containing a small metal cylinder similar to an oxygen bottle. The bomb squad rendered the IED safe, and there were no injuries or property damage. An anonymous caller claimed credit for the attempted bombing on behalf of the "Fighting Guerrilla Formation" to protest the deployment of Italian troops to Albania.

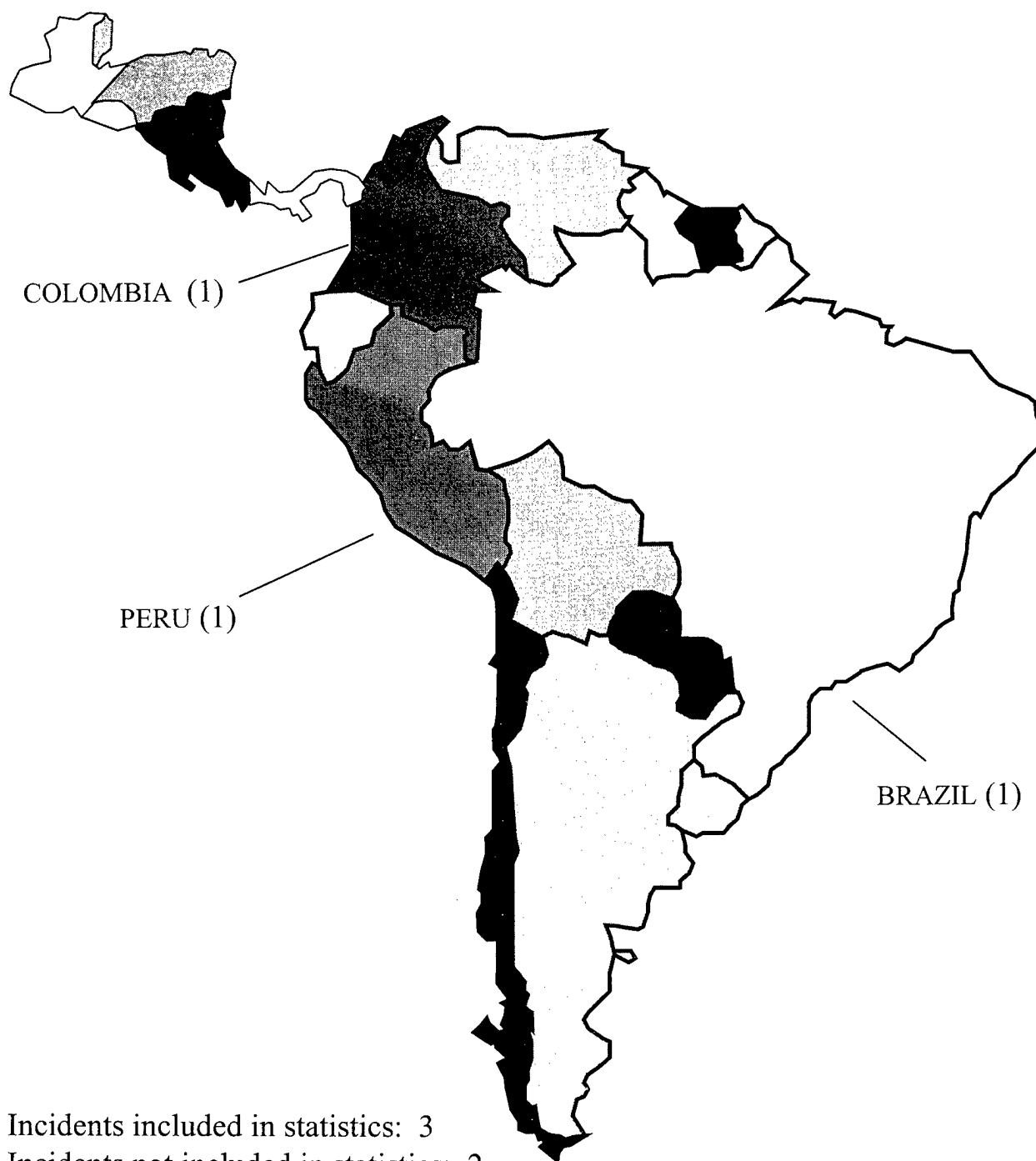
June 9, 1997—Hijacking—Air Malta—Malta to Germany

Two Turkish men in their mid-20s who claimed to have explosive devices hijacked Air Malta flight 830 and diverted the aircraft to Cologne-Bonn Airport in Germany. The Boeing 737 aircraft, carrying 74 passengers and six crew members, was on a scheduled flight from Valletta, Malta, to Istanbul, Turkey. The hijacking began about 20 minutes after takeoff from Malta when the two men took up positions at the front and rear of the aircraft. One of the hijackers entered the cockpit and told the pilot that he had a bomb strapped to his chest; the other hijacker had what appeared to be dynamite sticks strapped to his chest. The hijackers reportedly demanded to make a statement calling for the liberation of Mehmet Ali Agca, a Turkish national serving a life-sentence in Italy for attempting to assassinate Pope John Paul II in 1981. The plane landed in Germany, and the hijackers surrendered to German authorities. All passengers were released unharmed, and no other injuries were reported. The devices carried by the two men were determined to be fake; no weapons or explosives were found on the plane. Local press reported that the two had sought refugee status in Malta but were turned down, and Maltese officials suspect that they simply did not want to return to Turkey. The two men apparently were seeking asylum.

October 19, 1997—Bombing—Alitalia Office—Greece

An IED detonated in front of the Alitalia office in Athens, marking the second time in six months that the office was targeted. The blast caused some damage to windows and the interior of the building, but there were no injuries. The IED consisted of one stick of dynamite and a slow-burning fuse inside a metal container. An unidentified individual called a local newspaper and a television station claiming responsibility on behalf of the "Team of International Revolutionary Struggle." The timing of the attack may have been connected to the Italian recovery of an Albanian refugee vessel that sank after colliding with an Italian warship in March.

LATIN AMERICA AND THE CARIBBEAN



Chronology

| | | |
|-------------|-----------------------------------|------------|
| February 12 | Bombing Near Barranquilla Airport | Colombia * |
| July 9 | Bombing of TAM Aircraft | Brazil |
| August 10 | Bombing—Santa Marta Airport | Colombia |
| November | Robberies of Planes | Brazil * |
| December 19 | Hijacking—Aero Condor | Peru |

* Incidents Not Counted in Statistics

February 12, 1997—Bombing Near Barranquilla Airport—Colombia *

A low intensity explosive device detonated in the vicinity of Ernesto Cortissoz Airport in Barranquilla minutes before Colombian President Ernesto Samper Pizano's aircraft was to land. The device exploded as the aircraft was making its approach. The pilot aborted his landing and circled the airport until advised that it was safe to land. There were no injuries.

There are conflicting reports as to the size of the device and whether it was an assassination attempt against the president. According to the President and his advisors, the device contained 20 kilograms (approximately 45 pounds) of explosives and would have caused fatalities had it detonated ten seconds later. Other information indicates that the device contained approximately 30 kilograms (approximately 66 pounds) of explosive material and that shrapnel could have been projected a short distance. Army officials in Barranquilla, however, stated that the device contained only four kilograms (approximately 9 pounds) of explosives, that the explosion occurred three kilometers (1.86 miles) from the airport, and that it was not an assassination attempt. The well-planned operation may have been an attempt to damage the presidential plane rather than to assassinate the President. There was no claim of credit, and the persons responsible—and their motive—are unknown.

July 9, 1997—Bombing of TAM Aircraft—Brazil

One person was killed when an in-flight explosion tore a six foot by four foot (1.8 by 1.2 meter) hole in the fuselage of Transporte Aereo Mercosur (TAM) flight 283. The plane, a Fokker-100 aircraft, was at an altitude of 7,290 feet (approximately 2.2 kilometers) when the explosion occurred. The plane had just departed San Jose dos Campos Airport on a domestic flight from Vitoria to Sao Paulo. There were 60 passengers and crew on board the plane. The passenger who was killed fell through the hole in the fuselage; six others on board were injured. The plane made an emergency landing at Sao Paulo's Congonhas Airport shortly after the explosion.

Investigators determined that an explosive device had detonated on the plane. An individual who was on the plane and who had been slightly injured in the blast became a suspect. Several days after the bombing, this individual reportedly threw himself in front of a bus in an apparent suicide attempt, but he survived and was in a coma. On September 3, the suspect was charged with murder, attempted murder, and possession of an explosive in connection with the explosion. He was described as suicidal, and the TAM bombing may have been a suicide attempt.

August 10, 1997—Bombing—Santa Marta Airport—Colombia

A car bomb reportedly consisting of 30 kilograms (approximately 66 pounds) of gelatin dynamite exploded at the Simon Bolivar Airport at approximately 9:00 p.m. The airport was closed at the time of the attack. The device exploded near the airport's fuel depot, although the actual target may have been a nearby police facility. Damage was reported to airport assets, such as buildings and the control tower, but the fuel tanks did not ignite and there were no injuries. There was no claim of credit.

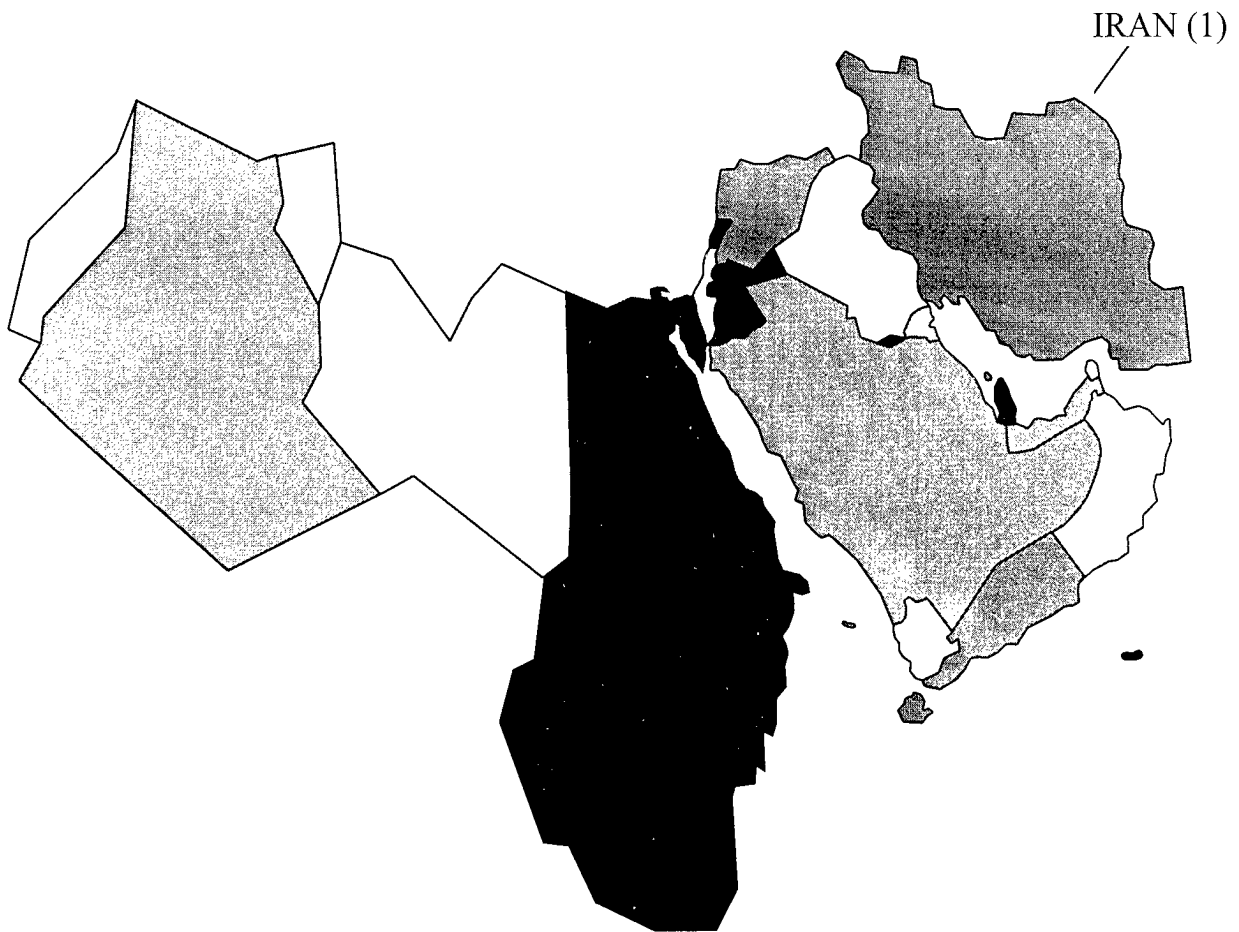
November 1997—Robberies of Planes—Brazil *

Police suspect that the same gang may be responsible for two incidents in which planes ferrying cash for the Banco do Brazil were robbed. The incidents occurred six days apart—on November 6 and November 12—at airports in Sao Paulo and Jacobina. In the first incident, seven heavily armed men drove onto the runway at Sao Paulo's Congonhas Airport as money was being transferred from an armored car to a twin-engine plane. The robbers sped away with more than \$5 million. In the second robbery, a dozen hooded gunmen drove through a perimeter fence at a landing strip in Jacobina where a twin-engine plane had just arrived. The gunmen fired their machine guns into the air forcing the plane to stop. The robbers then boarded the plane, forced the pilot and five-man crew to lie on the runway, and loaded the cash into their vehicle. Security guards at the airport tried to stop the robbers but were outgunned, and two security guards were seriously wounded in an exchange of gunfire. The robbers fled with \$2 million in cash.

December 19, 1997—Hijacking—Aero Condor—Peru

An Aero Condor Beech BE-200 aircraft was hijacked by four of the 11 passengers on board a domestic flight from Lima to Chimbote. The hijackers were armed with at least a knife and a hand gun. The plane's two-man crew was forced to land on a small airstrip near Huarmey, where two vehicles were awaiting the hijackers. Upon landing, the crew was ordered to open the plane's cargo door. The hijackers took baggage and cargo being transported by one of the other passengers and then told the pilot to take off without them. The pilot, however, said that the poor condition of the landing strip made it too dangerous. An altercation occurred, and the copilot was slightly wounded. The pilot then began to take off, but the plane's landing gear collapsed when a wheel struck a large hole in the runway. The plane was damaged but remained upright; there were no injuries. The hijackers escaped with their stolen goods, reportedly valued at \$1 million, in the two vehicles.

MIDDLE EAST AND NORTH AFRICA



Incidents included in statistics: 1

Incidents not included in statistics: 1

Chronology

| | | |
|------------|---------------------|-----------|
| January 26 | Prevented Hijacking | Morocco * |
| October 6 | Hijacking—Iran Air | Iran |

* Incident Not Counted in Statistics

January 26, 1997—Prevented Hijacking—Morocco *

An incident occurred at Casablanca's Mohamed V Airport aboard a Boeing 747-100 aircraft that had been chartered by Saudi Arabian Airlines to carry pilgrims to Medina. A Moroccan Army security guard sent to conduct a security inspection reportedly climbed inside a cargo container after it had been loaded on the plane. The guard was found to be missing after the cargo hold door was closed and was subsequently discovered hiding inside the container in the plane's front cargo hold. The guard carried a knife and injured a police officer who subdued him. He then claimed that a bomb was on the plane, but a search proved negative. The guard had planned to break into the cockpit through the avionics bay once the plane was aloft and force the crew to fly him to Algeria.

October 6, 1997—Hijacking—Iran Air—Iran

Iran Air flight 257 was hijacked while en route from Tehran to Bandar Abbas, when a passenger armed with a handgun burst into the cockpit. The man demanded to be flown to Iraq but reportedly also mentioned Israel as a secondary destination. At some point the hijacker fired a shot and wounded a security guard. Another security guard opened fire, wounded the hijacker, and placed him under arrest. The plane continued onto Bandar Abbas where the hijacker was taken into custody. The hijacker acted alone although he claimed to have three accomplices. The nature of the hijacker's injuries as well as those of the guard were not disclosed.

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NORTH AMERICA



Incidents included in statistics: 0

Incidents not included in statistics: 2

Chronology

| | | |
|-------------|--|-----------------|
| July 26 | Hoax Device Found at San Francisco Airport | United States * |
| November 29 | Tampering With Aircraft | United States * |

* Incidents Not Counted in Statistics

July 26, 1997—Hoax Device Found at San Francisco Airport—United States *

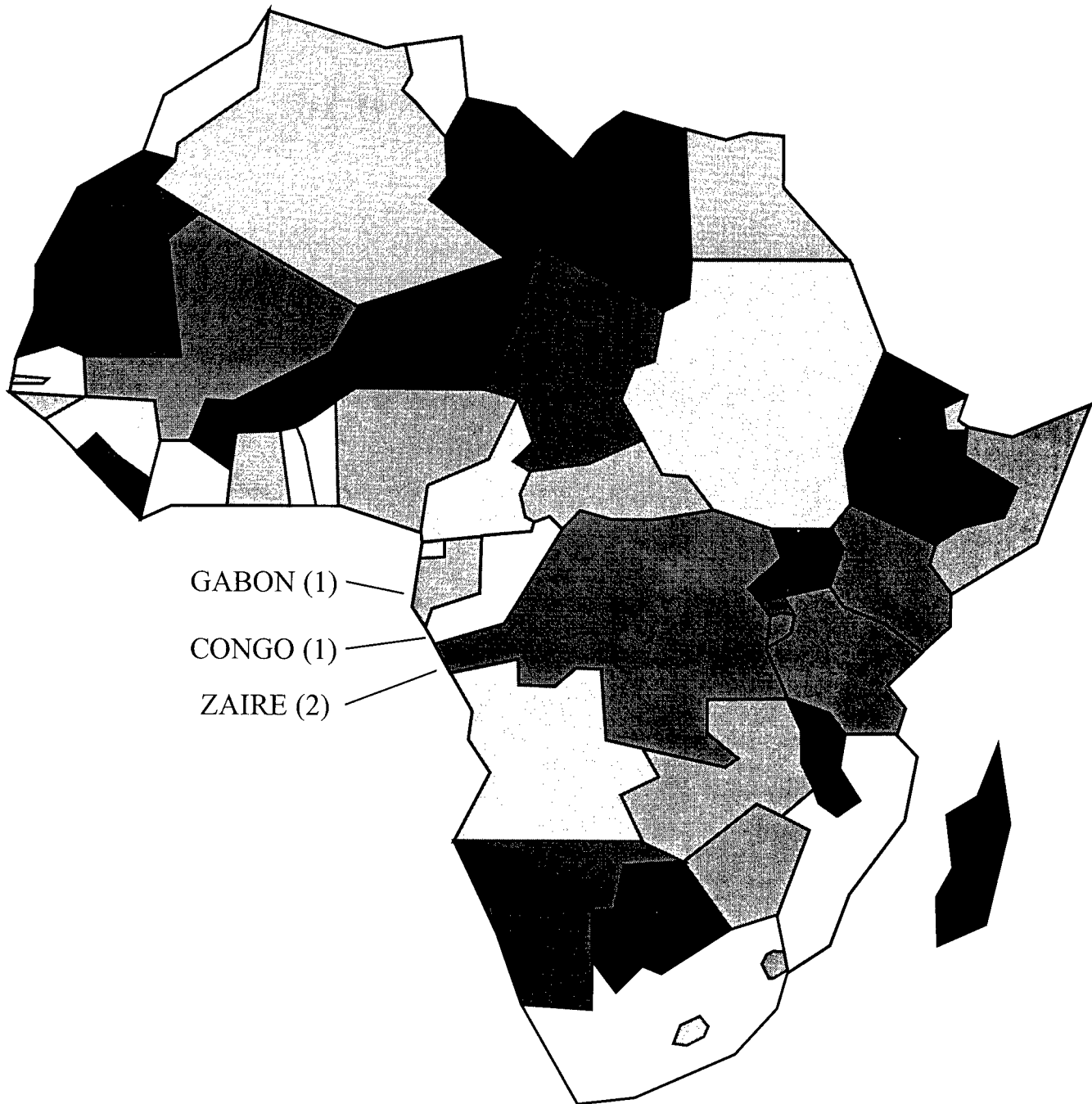
A device that appeared to be a pipe bomb with protruding wires was found wrapped in a T-shirt and connected by yarn to a pay phone at San Francisco International Airport. The device was located near a United Air Lines (UAL) ticket counter in the airport's north terminal. A bomb dog reacted to the device, the area was evacuated, and all UAL passenger check-ins were rerouted to another part of the airport. It was determined the device contained all the components of an explosive device (power source, timing device, etc.) except for explosive material. Black powder had been sprinkled on the T-shirt, however, which caused bomb dogs to alert on it.

November 29, 1997—Tampering With Aircraft—United States *

A mechanic conducting a pre-flight inspection of a United Express plane at Chicago's O'Hare International Airport reported that wires for the plane's backup braking system had been cut. The plane, a British Aerospace ATR, had been parked overnight at O'Hare. An investigation determined that the mechanic had himself cut the wires. He was arrested and charged with destruction of an aircraft. According to a criminal complaint filed in federal court, the mechanic admitted cutting the wires in an effort to have another mechanic fired. The charge carries a maximum penalty of 20 years imprisonment and a \$250,000 fine.

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SUB-SAHARAN AFRICA



Incidents included in statistics: 4

Incidents not included in statistics: 2

Chronology

| | | |
|--------------|------------------------------|-----------|
| March 31 | Bombing—Kinshasa Airport | Zaire |
| April 15 | Commandeering | Zaire |
| May 9 | Shooting at Lagos Airport | Nigeria * |
| August 9 | Charter Aircraft Hijacking | Gabon |
| September 18 | Bombing—Pointe Noire Airport | Congo |
| December 13 | Explosion at Abuja Airport | Nigeria * |

* Incidents Not Counted in Statistics

March 31, 1997—Bombing—Kinshasa Airport—Zaire

An explosive device possibly made of TNT detonated at Ndjili Airport, killing one man and injuring another. The early morning explosion occurred either in a customs office or in an adjacent building which housed a recently-closed Zairian military intelligence office. The bombing did not cause delays or disrupt flights at the airport. Two airport guards who had been dismissed a few days earlier and who had threatened revenge were identified as suspects. There is no further information available on the results of the investigation.

April 15, 1997—Commandeering—Zaire

An unidentified DC-3 aircraft was commandeered from a small village in south central Zaire to Kinshasa's Ndjili Airport by six to eight men. The suspects were from the Zairian Armed Forces (FAZ) and wore military uniforms. Upon arriving at the airport they were arrested by Presidential Guard personnel. There were no casualties from the incident.

May 9, 1997—Shooting at Lagos Airport—Nigeria *

Approximately 30 Nigerian Air Force Presidential Task Force (NAFPTF) members attacked security guards at Murtala Muhammad Airport in Lagos. The attack occurred after a NAFPTF member was prohibited from entering a restricted area because he did not have proper identification. Shots fired by the NAFPTF inside the main terminal wounded two people, and some security guards were beaten with rifle butts. The incident occurred days before the International Civil Aviation Organization's air navigation conference in Abuja, which focused on Nigerian aviation.

August 9, 1997—Charter Aircraft Hijacking—Gabon

A Boeing 727 aircraft en route from Franceville, Gabon, to Kigali, Rwanda, was hijacked by refugees who were being repatriated to Rwanda. More than 100 refugees were aboard the chartered Gabonese aircraft. Twenty minutes into the flight, the refugees attacked the pilot and demanded to fly to South Africa. The pilot managed to maneuver the aircraft back to the Franceville airport. Upon landing, the plane was surrounded and seized by Gabonese soldiers while the pilot escaped through a window.

September 18, 1997—Bombing—Pointe Noire Airport—Congo

An explosive device described as a "parcel bomb" detonated at Agostino Neto Airport in Pointe Noire and caused some material damage but no injuries. Little information is available about this incident. The device apparently was placed with other bags or luggage, but it is not known whether it was intended to have been placed on an airplane. The explosion did not disrupt air traffic into or out of the airport. There was no claim of credit.

December 13, 1997—Explosion at Abuja Airport—Nigeria *

A government security vehicle—a Peugeot sedan—parked outside the Presidential Terminal at Nnamdi Azikiwe International Airport was destroyed by an improvised explosive device. Two security officers were in the vehicle at the time of the blast: one was killed instantly, and the other later died from his injuries. Initial press reports indicated that one of the security guards had inadvertently detonated a hand grenade, but components found at the scene indicated otherwise. There is local speculation that disgruntled Nigerian Army officers may have been behind the bombing. It is unclear whether the device exploded prematurely or what the motive and target may have been.

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FEATURE ARTICLE

The Hijacking of Air Malta Flight 830

On June 9, 1997, an Air Malta Boeing 737 aircraft (AMC flight 830) was hijacked by two Turkish men in their mid-20s. The hijackers, who claimed to have explosive devices, diverted the flight to Cologne-Bonn Airport in Germany. The aircraft, with a total of 74 passengers and six crew members, had departed from Luqa Airport in Valletta, Malta, at approximately 1 a.m. local time and was on a scheduled flight to Ataturk International Airport in Istanbul, Turkey. The hijacking occurred about 20 minutes into the flight when the two men, located in seats 14B and 14C, took up positions in the front and rear of the aircraft. One of the hijackers entered the cockpit and told the pilot that he had a bomb strapped to his chest. The hijacker reportedly raised his shirt and revealed an object with wires attached to his body. He then ordered the captain to fly to Germany. The other hijacker had what appeared to be sticks of dynamite strapped to his chest.

Among the demands of the hijackers was that a Turkish-speaking interpreter and a television crew board the aircraft in Germany. Preliminary reports suggested that the hijackers wanted to make a statement calling for the liberation of Mehmet Ali Agca, a Turkish national serving a life sentence in Italy for attempting to assassinate Pope John Paul II in May 1981. Agca later released a written statement, however, in which he declared that he had “absolutely nothing to do with the hijacking of the airliner.”

The aircraft landed at approximately 4:58 a.m. local time at Cologne-Bonn Airport in Germany, located about ten miles south of Cologne and serving both cities. After landing, the aircraft taxied to what was described as a “freight section” of the airport. German police quickly established contact with one of the men through a Turkish-speaking interpreter. The two hijackers were persuaded to surrender peacefully during negotiations with the police, which lasted about two hours. The hijackers initially released five passengers, including an elderly woman with a heart condition, about one hour after the aircraft landed. After an interview with a German television team, the hijackers reportedly turned their “bombs” over to the pilot, who examined them and determined that they were hoax explosive devices. At approximately 7:40 a.m. local time, the two men surrendered and were escorted from the plane. All of the passengers were released unharmed, and there were no injuries to any of the crew members. The hijackers never threatened or mistreated any of the passengers during the incident. The aircraft was not damaged during the incident. A search of the aircraft following the surrender revealed that there were no weapons, explosives, or detonators on board.

An investigation revealed that the two hijackers began constructing the hoax devices in their seats about five minutes after takeoff from Malta. According to authorities in Malta, the two men made so much noise with the tape they were using that other passengers started asking what they were doing. Information pertaining to the details of the devices is both sketchy and confusing. Apparently, the “bomb” attached to one of the hijackers was actually two deodorant cans wrapped together. The “dynamite sticks” attached to the other hijacker reportedly were a packet of cigarettes wrapped in brown adhesive tape. One hijacker had a toy remote control unit connected to his device. The other

man had a wire connected to a battery. Apparently, at least one of the items used to construct the devices was purchased at a duty free shop immediately prior to boarding the plane in Malta.

Officials in Malta believe that the two men simply did not want to return to Turkey. According to local press reports, the hijackers had sought refugee status in Malta but were turned down. The hijackers themselves claimed they chose to go to Germany because it was receptive to those claiming to be oppressed and because of its reputation of free press. This hijacking was the first involving an Air Malta aircraft since the airline was formed in the early 1970s. It was also the first hijacking of a flight originating in Malta.

[Editor's Note: The hijackers' trial was completed on January 30, 1998. One hijacker received a prison term of five years and nine months. The other hijacker was sentenced to four years imprisonment.]

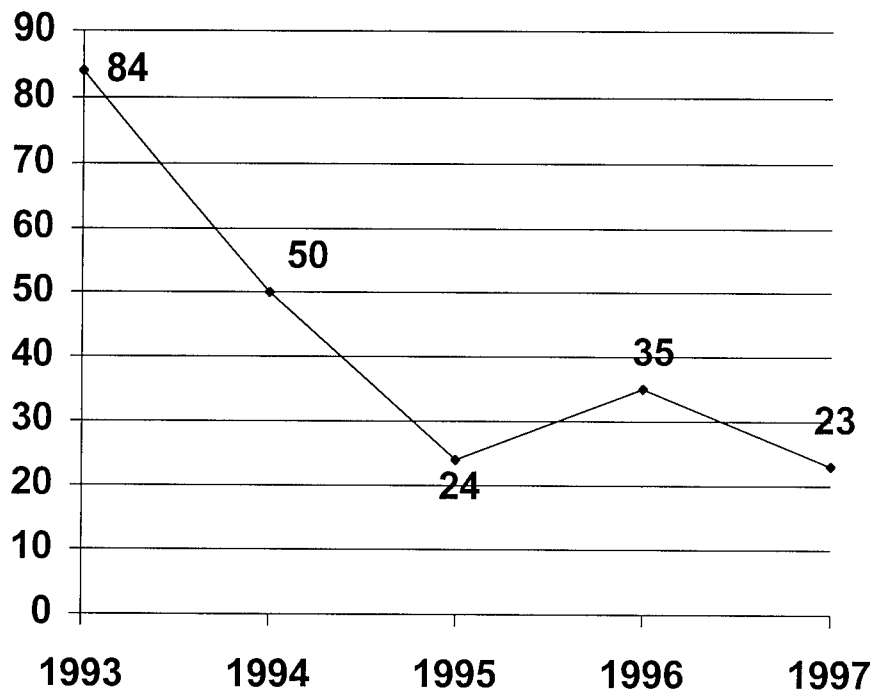
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TRENDS

1993–1997

Introduction

FIVE YEAR SUMMARY **Worldwide Civil Aviation Incidents** **1993-1997**



This section contains an examination of trends for the five-year period 1993–1997. Significant incidents involving civil aviation are separated into one of the following categories.

- “Hijackings of Civil Aviation Aircraft,”
- “Commandeerings of Civil Aviation Aircraft,”
- “Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft,”
- “Shootings at In-Flight Aircraft,”
- “Attacks at Airports,”

- "Off-Airport Facility Attacks," and
- "Incidents Involving Charter and General Aviation Aircraft."

Charts are included to present a visual perspective of incidents in these categories.

Fewer incidents were recorded in 1997 than in the previous year (23 vice 35), which continues the trend of four out of the past five years. The only exception to this was 1996, when more incidents were recorded than in the previous year. The 23 incidents in 1997 were also the fewest in the five-year period but only by one incident (24 in 1995). The most incidents in the five-year period were in 1993 (84 incidents); 50 incidents were recorded in 1994. The total number of incidents for the five-year period is 216.

In comparing 1997 statistics with those of the previous year, an increase was noted in just one category: two incidents were recorded in "Commandeerings of Civil Aviation Aircraft" compared to one the previous year. Decreases were noted in four of the seven incident categories. There were five fewer "Charter/General Aviation Aircraft" incidents (1), four fewer "Hijacking of Civil Aviation Aircraft" incidents (10), and two fewer "Attacks at Airports" incidents (6). There were an equal number of "Off-Airport Facility Attacks" (3) and "Bombings/Attempted Bombings/Shootings on Aircraft" (1) in both 1996 and 1997.

The 23 incidents in 1997 were slightly more than one-quarter of the 84 incidents recorded in 1993. The overall decline for the five-year period is shown quite distinctly on the chart on the previous page. Interpretation of the data is necessary, however, to avoid reaching incorrect conclusions.

Some annual statistics are high because a sharp increase in incidents (a "spike") was recorded in a specific incident category or in a geographic region. If such "spikes" were to be factored out, the statistics for that year would show less variation. For example, in "Off-Airport Facility Attacks," more incidents were recorded in 1993 (20) than in the other four years combined (12). Fourteen of the 20 incidents were against Turkish interests, mostly Turkish Airlines offices, while only two of the 12 incidents since 1993 targeted Turkish interests. This "spike" represents an anti-Turkish campaign conducted by Kurdish separatists. Another "spike" occurred in the "Hijacking" category. More than one-third of all hijackings in the five-year period were recorded in 1993. Thirteen of the 31 incidents that year occurred in China, committed mostly by people attempting to leave the country.

The fact that the number of incidents against civil aviation has declined over the past five years, and longer, may be interpreted as an indication that the threat is decreasing. This, however, is not true, as several events in the past few years attest. The September 1996 conviction of Ramzi Yousef for his plan to place explosive devices on as many as 12 U.S. airliners flying out of the Far East is proof that a threat to aviation exists. Yousef was also convicted of placing a device on a Philippine Airlines plane in December 1994 as a test for his more elaborate plan. One person was killed in this incident. Other examples of the continuing threat include the bombing of the Alas Chiricanas Airline plane in Panama in July 1994, in which 21 people died; the commandeering of the Air France flight in Algeria in December 1994 by members of the Armed Islamic Group; and the hijacking of the Ethiopian Airlines plane which crashed into the Indian Ocean in November 1996.

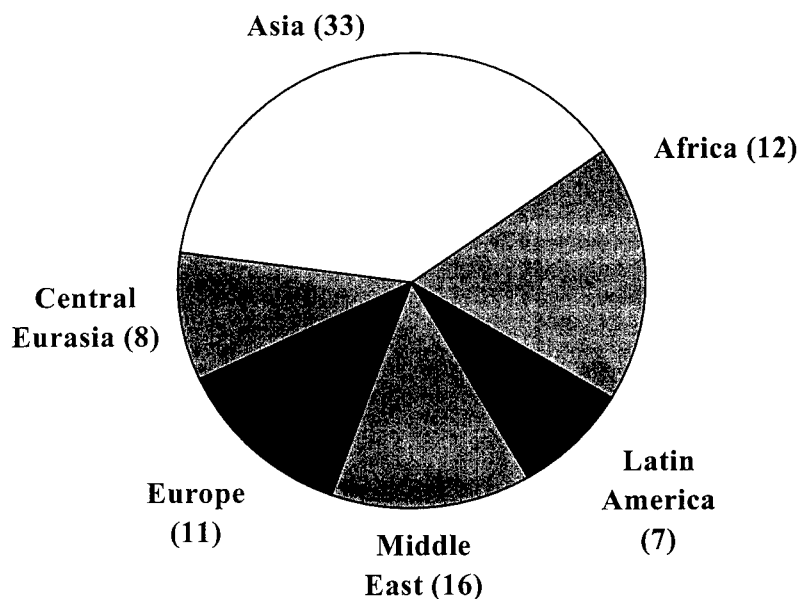
There is every reason to believe that civil aviation will continue to be an attractive target to terrorist groups. The publicity and fear generated by a terrorist hijacking or bombing of an airplane can be a powerful attraction to a group seeking to make a statement or promote a particular cause. Civil aviation will also continue to be used by individuals who are acting to further personal goals, such as asylum seekers. It matters not to them that most individuals who hijack an airplane for personal goals are prosecuted for their actions. So long as factors such as these exist, the threat to civil aviation will remain significant; that some years pass with fewer incidents does not necessarily indicate that the threat has diminished. Increased awareness and vigilance are necessary to deter future incidents--be they from terrorists like Ramzi Yousef or non-terrorists bent on suicide, as occurred in Brazil in 1997. It is important to do the utmost to prevent such acts rather than to lower security measures by interpreting the statistics as an indication of a decreasing threat.

Hijackings of Civil Aviation Aircraft

An incident is defined as a hijacking rather than a commandeering when the aircraft is in an in-flight status, that is, once the doors are closed. By this definition, a hijacking can occur on the ground. Hijackings are distinguished from other in-flight situations (such as those involving unruly passengers) by one or more of the following criteria: the act involves the claim or use of a weapon; it is committed by a terrorist group; there are deaths or injuries to passengers or crew; or there is premeditation (hoax device, fake weapon, previously prepared note, more than one hijacker, etc.). There is no distinction made between incidents in which a plane does not divert from its flight plan and those which do. Hijacking incidents involving general aviation or charter aircraft are recorded separately and are not included in this category.

Between 1993 and 1997, eighty-seven hijackings of civil aviation aircraft were recorded worldwide. Ten hijackings occurred in 1997, four fewer than in the previous year and the second lowest total (by one incident) in the five-year period. Thirty-one incidents in 1993 were the highest in the period.

Five of the ten incidents in 1997 were recorded in Asia; two were recorded in Europe; and one incident each was recorded in Central Eurasia, Latin America and the Caribbean, and Middle East/North Africa. There were no hijackings recorded in North America. No geographic region recorded an increase in the number of hijackings from 1996 to 1997. The number of incidents remained the same in Latin America and the Caribbean, Central Eurasia, and North America. In all other geographic areas, fewer hijackings were recorded in 1997 than in the previous year.



Hijackings of Civil Aviation Aircraft, 1993-1997 87 Incidents

Eight of the 10 hijacking incidents in 1997 took place on planes flying domestic routes, and sixty-three of the 87 hijackings between 1993 and 1997 occurred during domestic flights. In 1997, six of the 10 hijacked planes diverted from their original flight plan and landed in a location different from its intended destination.

Between 1993 and 1997, approximately 46% of all hijacking incidents took place in four countries: China (23 incidents), Russia (six incidents), Ethiopia (six incidents), and India (five incidents). Thirty of these 40 incidents took place during domestic flights, and in 31 instances the hijackers wanted to be taken to another country to seek asylum. In China, the hijacker(s) wanted to be taken to Taiwan in 22 out of 23 incidents.

Of all geographic regions in the five-year period, Asia recorded the highest number of hijackings (33 incidents or 38%), with China and India having the most incidents. The Middle East/North Africa region had the second highest number of hijackings (16 incidents/18%), with Saudi Arabia and Sudan each recording four. The sub-Saharan Africa region had 12 incidents (14%), half of them in Ethiopia. Europe recorded 11 incidents (13%), with Germany, Malta, and Spain each having two hijackings. Eight incidents (9%) were recorded in Central Eurasia, of which six were in Russia. The Latin America and Caribbean region had 7 incidents (8%) with Brazil having two. North America had the fewest number of incidents (0) in the five-year period.

Personal factors, such as seeking to escape social, political or economic conditions in one's homeland, motivated most (eight of ten) hijackings in 1997; robbery and extortion were other reasons. Of the 87 hijackings between 1993 and 1997, sixty-eight were committed for personal reasons, seven were criminally motivated, seven were politically motivated/terrorist related, and five were committed for reasons that are unknown. Of the political/terrorist incidents, only one was committed on behalf of a group (Suicide Squad of the Movement for the Advancement of Democracy, Nigeria, October 1993) and three others involved demands to release prisoners.

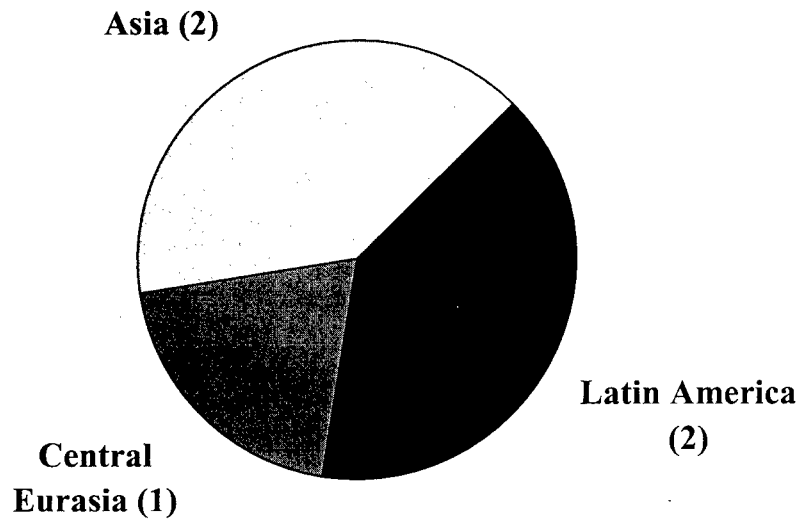
The most noteworthy hijacking of the five-year period was the incident involving an Ethiopian Airlines plane in November 1996. Three Ethiopians seeking to escape conditions of poverty demanded to be taken to Australia. The hijackers did not believe the pilot when told that the plane needed to be refueled. The plane ran out of fuel and crashed into the Indian Ocean killing 123 people, including the hijackers. Approximately 130 people (hostages, crew, hijackers) were killed in hijacking incidents between 1993 and 1997.

Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft

Between 1993 and 1997, three bombings and two attempted bombings occurred on civil aviation aircraft. Three incidents were recorded in 1994 and one each in 1996 and 1997.

The three incidents in which explosive devices detonated on in-flight aircraft involved an Alas Chiricanas Airlines plane (Panama, July 1994), a Philippine Airlines plane (Philippines, December 1994), and a Transporte Aereo Mercosur (TAM) plane (Brazil, July 1997). In the Alas Chiricanas incident, the plane crashed and all 21 people on board were killed. The Philippine Airlines explosion killed one passenger, but the plane landed safely. The TAM plane also landed safely, but a passenger was killed from the explosion. In this incident, a passenger had placed the device for an apparent suicide attempt; however, he was not the individual killed in the blast, which tore a hole in the plane's fuselage.

The Philippine Airlines bombing was a test for a more elaborate plan, which involved placing explosive devices on as many as 12 U.S.-registered aircraft flying routes out of the Far East. Fortunately, the plot was uncovered before it could be implemented. Ramzi Yousef, convicted in the 1993 World Trade Center bombing in New York City, was behind the plot. He was apprehended in Pakistan, extradited to the United States, and convicted in both the Far East plot and the Philippine Airlines bombing. Had Yousef's plan succeeded, even partially, the results would have been catastrophic.

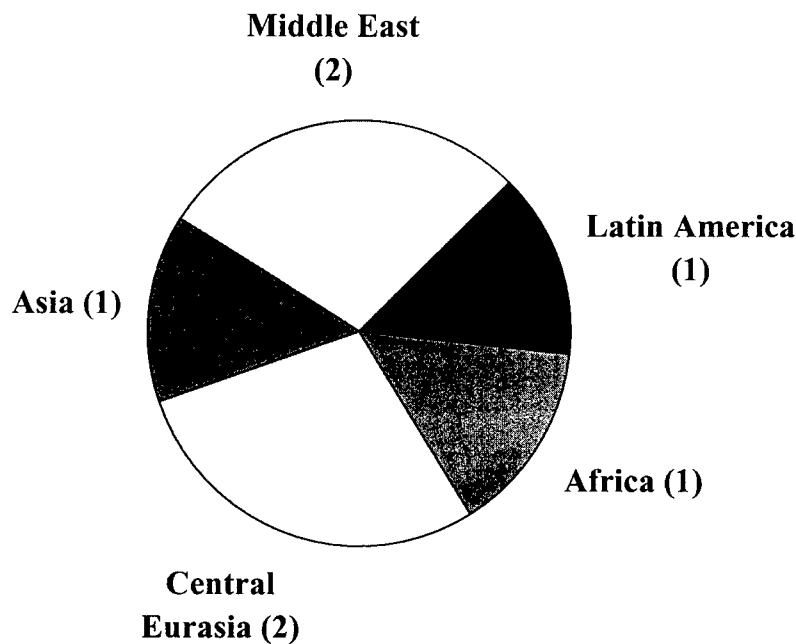


Bombings/Attempted Bombings/Shootings on Civil Aviation Aircraft, 1993-1997 5 Incidents

The two attempted bombing incidents involved an Orbi Georgian Airways plane in the Republic of Georgia in September 1994 and an All Nippon Airways (ANA) flight in Japan in November 1996. In the first incident, the device was in luggage which the bomber had asked another passenger to take on-board. The ANA device was in checked luggage and was found when the bag could not be matched with a passenger on the flight.

Commandeerings of Civil Aviation Aircraft

Commandeerings occur when the aircraft is on the ground and the doors are open. There is no distinction made between commandeered aircraft that remain on the ground and those which become airborne. The criteria for determining a commandeering as opposed to other on-board situations are the same as those concerning a hijacking. Incidents of commandeered general aviation or charter aircraft are not included in this category.



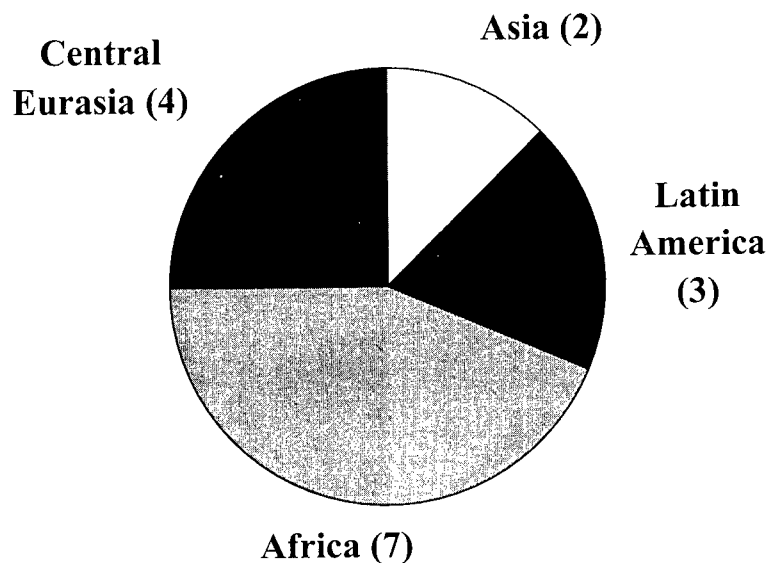
Commandeerings of Civil Aviation Aircraft, 1993-1997 7 Incidents

Seven civil aviation aircraft were commandeered between 1993 and 1997. Two incidents each were recorded in the years 1993, 1994, and 1997, and one incident was recorded in 1996. There were no commandeering incidents recorded in 1995. Of these seven incidents, the plane remained on the ground in three. The most noteworthy commandeering of the five-year period occurred on December 24, 1994, when four armed terrorists seized an Air France plane in Algiers, Algeria, and took it to Marseilles, France. The incident ended when French commandos stormed the plane and killed the gunmen.

The Air France incident was the only terrorist-related commandeering in the five-year period. Three commandeerings were committed for personal reasons, and one was criminally-motivated; the motives for two others are unknown.

Shootings at In-Flight Aircraft

These incidents include acts in which in-flight aircraft (commercial and general/charter aviation) are fired upon either from the ground (surface-to-air missiles, antiaircraft artillery, small arms fire, etc.) or the air. This category does not include all incidents of this type but only those judged to be of significance. This is determined by the target, the type of attack, or any resulting casualties. Attacks against law enforcement aircraft, such as drug eradication planes, are not counted. Similarly, attacks against military aircraft, even if carrying civilian passenger loads, or non-military aircraft serving a military function over an area where there is significant fighting, are not counted.



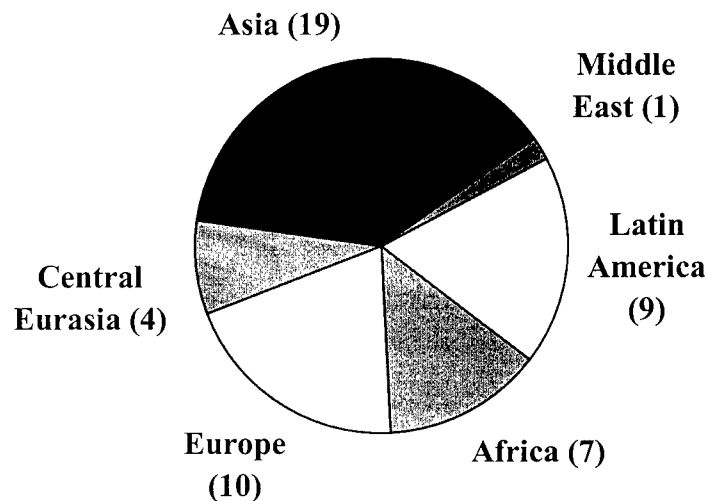
Shootings at In-Flight Aircraft, 1993-1997 16 Incidents

Sixteen incidents have been recorded during the past five years in which civil and general aviation aircraft have been fired upon. Five of these aircraft crashed, killing approximately 122 people. Three people were killed in other incidents in which the plane did not crash. Most incidents--and the highest number of fatalities--occurred in 1993 when nine attacks killed 109 people. Four incidents were recorded in 1994, two in 1996, and one in 1995. There were no incidents recorded in 1997.

Nearly one-half of the attacks (seven of 16) between 1993 and 1997 occurred in sub-Saharan Africa. Antigovernment rebels are either credited with or believed responsible for the majority of these incidents. Worldwide, Angola and Georgia each recorded the most incidents (four) of any country, all in 1993.

The deadliest incidents in the five-year period took place in Georgia, located in Central Eurasia. One hundred and eight people died on consecutive days in September 1993, when two passenger planes landing at Sukhumi Airport were shot down, allegedly by separatist rebels. All 28 people on board died in the first incident, and 80 of 110 passengers were killed in the second crash. In another multi-fatality incident, the presidents of Rwanda and Burundi and eight others were killed when their plane was shot down in Rwanda in April 1994.

Attacks at Airports



Attacks at Airports, 1993-1997 50 Incidents

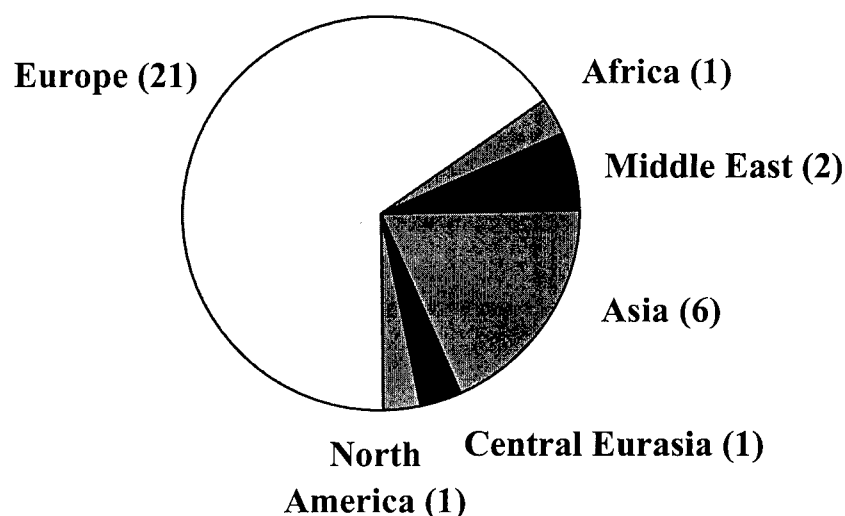
Fifty attacks have been recorded at airports throughout the world during the past five years. These attacks include 19 bombings; 14 attempted bombings; and 17 other incidents such as shootings,

shellings (artillery or mortar attacks), arsons, and similar incidents. Six incidents were recorded in 1997, two fewer than in the previous year. These six incidents include four bombings, an attempted bombing, and a grenade attack. The bombings occurred in Colombia, the Republic of the Congo, India, and Zaire (now known as the Democratic Republic of the Congo). One person was killed and one injured in the Zaire incident. The mortar attack was in Spain and was claimed by the Basque Fatherland and Liberty (ETA) organization; there were no injuries. The most incidents in one year (17) were recorded in 1993; the fewest (5) in 1995. Fourteen incidents were also recorded in 1994. At least 20 people have been killed and more than 120 injured in attacks at airports in the five-year period.

The majority of the attacks in the past five years occurred in Asia (19 incidents). Ten incidents were recorded in Europe, nine in the Latin America and Caribbean region, seven in sub-Saharan Africa, four in Central Eurasia, and one in the Middle East/North Africa region. Worldwide, Colombia and the Philippines each recorded the most incidents (6) for any one country in the five-year period. Five incidents were also recorded in Cambodia during this same period.

The deadliest airport attack occurred in Pakistan in November 1994. Rebels had attacked and seized Saidu Sherif Airport, and at least 15 people died and 17 others were wounded when Pakistani forces counterattacked and regained control of the facility. In another significant incident, an unknown number of casualties resulted when separatist forces fired artillery rounds at Sukhumi Airport, Republic of Georgia, in September 1993. An unloading passenger aircraft was struck in the attack.

Off-Airport Facility Attacks



Off-Airport Facility Attacks, 1993-1997
32 Incidents

Incidents in this category include attacks against civil aviation assets that are not located within the perimeter of an airport, such as air navigational aid equipment and airline ticket offices. These targets are attractive because they are usually unguarded and/or easily accessible. Thirty-two such attacks have been recorded in the past five years. The greatest number of incidents in one year (20) occurred in 1993; the fewest (1) in 1994. Five incidents were recorded in 1995 and three each in 1996 and 1997.

Thirty of the 32 off-airport facility attacks have been against ticket offices. These attacks include bombings (explosives or incendiary devices), attempted bombings, arsons, and various assaults. Sixteen of the 30 attacks targeted Turkish interests--all but one was against Turkish Airlines offices. Aeroflot, Air France, Air India, and Alitalia interests were each attacked twice. The remaining two attacks included a cut airport transmission line in Pakistan and a bombing of a navigation aid in the United States, both in 1993.

Twenty-one of the 32 incidents between 1993 and 1997 took place in Europe, of which 14 were recorded in 1993. Of the remaining 11 incidents, six were recorded in Asia, two in the Middle East/North Africa region, and one each in Central Eurasia, North America, and sub-Saharan Africa. Eight incidents took place in Germany, the most in any one country; Denmark, France, and India each had three incidents recorded.

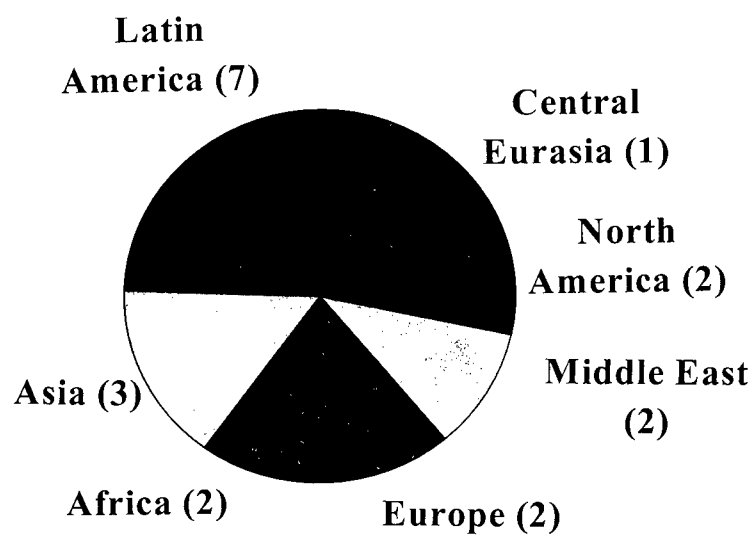
The incidents in 1997 included the bombings of an Air France office in France and an Alitalia office in Greece. The same Alitalia office had been targeted earlier in the year in an attempted bombing. All three incidents were terrorist related.

Incidents Involving General Aviation/ Charter Aviation

During the past five years, 19 incidents involving general or charter aviation aircraft have been recorded. The majority of the incidents (12) were hijackings, and three were commandeerings. In addition, two instances of aircraft being deliberately damaged or destroyed, one airport bombing, and one robbery were recorded. Six incidents were recorded in 1996, five in 1993, four in 1995, three in 1994, and one in 1997.

The Latin America and Caribbean region recorded the most incidents (7) of any geographic area in the five-year period; however, Colombia, Papua New Guinea, and the United States recorded the most incidents (2 each) of any country. The incidents in Colombia were hijackings (1993), those in Papua New Guinea were commandeerings (1995, 1996), and those in the United States were an airplane destruction and an airport bombing (a beacon tower) in 1993.

The single incident in 1997 was a charter aviation hijacking in Gabon in which refugees being returned to Rwanda took control of the plane.



**Incidents Involving General Aviation/Charter Aviation
Interests, 1993-1997
19 Incidents**

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APPENDICES AND CHARTS

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APPENDIX A

U.S.-Registered Air Carrier Hijacking Chronology 1993–1997

| <i>Date</i> | <i>Carrier</i> | <i>Type</i> | <i>Flight Plan</i> | <i>No. of Hijackers</i> | <i>How Boarded Aircraft?</i> | <i>Weapon Type</i> | <i>Weapon Status</i> | <i>Destination/ Objective</i> |
|-------------|----------------|-------------|--------------------|-------------------------|------------------------------|--------------------|----------------------|-------------------------------|
| 1993 | None | | | | | | | |
| 1994 | None | | | | | | | |
| 1995 | None | | | | | | | |
| 1996 | None | | | | | | | |
| 1997 | None | | | | | | | |

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Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1993–1997

| <i>Date</i> | <i>Carrier</i> | <i>Aircraft Type</i> | <i>Flight Plan</i> | <i>Objective</i> |
|-------------|-------------------------------|----------------------|--|---------------------------------|
| 01–22–93 | Indian Airlines | Unknown | Lucknow/New Delhi, India | Political Demands |
| 02–11–93 | Lufthansa | A–310 | Frankfurt, Germany/Addis Ababa, Ethiopia | United States |
| 02–20–93 | Aeroflot | TU–134 | Tjumen/St. Petersburg, Russia | United States |
| 03–12–93 | Ethiopian Airlines | ATR–42 | Gambela/Addis Ababa, Ethiopia | Djibouti |
| 03–27–93 | Indian Airlines | A–320 | New Delhi/Madras, India | Pakistan |
| 04–06–93 | China Southern Airlines | B–757 | Shenzen/Beijing, China | Taiwan |
| 04–10–93 | Indian Airlines | B–737 | Lucknow/New Delhi, India | Educational Demands |
| 04–18–93 | Inter-continental de Aviacion | DC–9 | Arauca/Bogota, Colombia | Political Demand |
| 04–24–93 | Indian Airlines | B–737 | Srinagar/New Delhi, India | Afghanistan |
| 06–24–93 | Xiamen Airlines | B–737 | Changzhou/Xiamen, China | Taiwan |
| 07–04–93 | Royal Swazi Airways | F–28 | Maputo, Mozambique/Manzini, Swaziland | Mauritius |
| 07–25–93 | Ethiopian Airlines | B–757 | Dire Dawa/Addis Ababa, Ethiopia | Djibouti |
| 08–10–93 | Air China | B–767 | Beijing, China/Jakarta, Indonesia | Taiwan |
| 08–14–93 | Aeroflot | TU–154 | Moscow/St. Petersburg, Russia | Sweden |
| 08–15–93 | KLM | B–737 | Tunis, Tunisia/Amsterdam, Netherlands | United States/Political Demands |

Foreign-Registered Air Carrier Hijacking Chronology 1993–1997—Continued

| <i>Date</i> | <i>Carrier</i> | <i>Aircraft Type</i> | <i>Flight Plan</i> | <i>Objective</i> |
|-------------|-------------------------|----------------------|-------------------------------|------------------|
| 08–27–93 | Alyemda Airlines | B-737 | Ar-Riyan/Al-Ghaydah, Yemen | Kuwait |
| 09–15–93 | Aeroflot | TU-134 | Baku, Azerbaijan/Perm, Russia | Norway |
| 09–30–93 | Sichuan Airlines | TU-154 | Jinan/Guangzhou, China | Taiwan |
| 10–22–93 | Egypt Air | Unknown | Cairo, Egypt/Sanaa, Yemen | Yemen |
| 10–25–93 | Nigerian Airways | A-310 | Lagos/Abuja, Nigeria | Germany |
| 11–05–93 | Xiamen Airlines | B-737 | Guangzhou/Xiamen, China | Taiwan |
| 11–08–93 | Zhejiang Airlines | A-300 | Hanzhou/Fuzhou, China | Taiwan |
| 11–12–93 | China Northern Airlines | MD-82 | Changchun/Fuzhou, China | Taiwan |
| 11–27–93 | China Eastern Airlines | F-100 | Nanjing/Fuzhou, China | Taiwan |
| 11–29–93 | Iran Air | F-27 | Gachsaran/Ahvaz, Iran | Kuwait |
| 12–08–93 | China Northern Airlines | MD-82 | Qingdao/Fuzhou, China | Taiwan |
| 12–10–93 | Air France | A-320 | Paris/Nice, France | Libya |
| 12–12–93 | Xiamen Airlines | B-737 | Harbin/Xiamen, China | Taiwan |
| 12–28–93 | Fujian Airlines | YUN-7 | Ganzhou/Xiamen, China | Taiwan |
| 12–28–93 | Air China | Unknown | Beijing, China/New York, USA | Taiwan |
| 12–28–93 | Xiamen Airlines | B-727 | Ningbo/Xiamen, China | Taiwan |
| 01–13–94 | Indian Airlines | Unknown | Madras/Calicut, India | Political |
| 01–23–94 | Ethiopian Airlines | B-757 | Dakar, Senegal/Bamako, Mali | Italy |

Foreign-Registered Air Carrier Hijacking Chronology 1993–1997—Continued

| <i>Date</i> | <i>Carrier</i> | <i>Aircraft Type</i> | <i>Flight Plan</i> | <i>Objective</i> |
|-------------|------------------------------|----------------------|---|-------------------------|
| 01–29–94 | China East Airlines | Unknown | Shanghai/Hanzhou, China | Taiwan |
| 02–09–94 | Ethiopian Airlines | B–737 | Bahir Dar/Addis Ababa, Ethiopia | Europe/Political Asylum |
| 02–18–94 | China Southwest Airlines | B–737 | Changsha/Fuzhou, China | Taiwan |
| 02–28–94 | Air Algerie | Unknown | Oran/Annaba, Algeria | Spain/Political Asylum |
| 03–08–94 | Saudi Arabian Airlines | A–300 | Jeddah, Saudi Arabia/ Addis Ababa, Ethiopia | Kenya |
| 03–21–94 | Meridiana | DC–9 | Palermo/Rome, Italy | Speak with Officials |
| 04–06–94 | Sudan Airways | B–737 | Khartoum/Dongola, Sudan | Egypt/Political Asylum |
| 04–25–94 | Ethiopian Airlines | B–757 | Jeddah, Saudi Arabia/ Addis Ababa, Ethiopia | England |
| 06–07–94 | China Southern Airlines | B–737 | Fuzhou/Guangzhou, China | Taiwan |
| 06–23–94 | Ethiopian Airlines | ATR–42 | Gonder/Addis Ababa, Ethiopia | Europe/Political Asylum |
| 08–07–94 | COPA | B–737 | Panama City, Panama/ Guatemala City, Guatemala | Mexico/Political Asylum |
| 08–29–94 | LATN | Unknown | Pedro Juan Caballero/ Asuncion, Paraguay | Brazil/Theft of Money |
| 09–14–94 | Alyemda Airlines | B–737 | Aden/Sanaa, Yemen | Saudi Arabia |
| 10–22–94 | LATN | Dash-8 | Itaituba/Belem, Brazil | Theft of Gold |
| 10–25–94 | Rostov Aviation Enterprises | YAK–40 | Ashgabad, Turkmenistan/ Rostov, Russia | Money/Fly to Iran |
| 11–03–94 | Scandinavian Airlines System | MD–80 | Bardufoss/Oslo, Norway | Political |
| 11–13–94 | Air Algerie | F–27 | Algiers/Ouargla, Algeria | France |
| 11–24–94 | Komiavia | TU–134 | Syktvykar, Russia/Minsk, Belarus | Europe/Political Asylum |

Foreign-Registered Air Carrier Hijacking Chronology 1993–1997—Continued

| <i>Date</i> | <i>Carrier</i> | <i>Aircraft Type</i> | <i>Flight Plan</i> | <i>Objective</i> |
|-------------|---------------------------|----------------------|--|--|
| 12-05-94 | Puntavia | LET-410 | Berbera, Somalia/Djibouti, Djibouti | Saudi Arabia |
| 12-15-94 | TABA | EMB-100 | Carauari/Manaus, Brazil | Unknown |
| 12-23-94 | Tongyong Airlines | YAK-42 | Xiamen/Nanjing, China | Taiwan |
| 01-04-95 | Sudan Airways | Fokker | Khartoum/Merowe, Sudan | Egypt |
| 03-17-95 | Ethiopian Airlines | B-737 | Addis Ababa/Bahir Dar, Ethiopia | Sweden/Asylum; landed in Sudan |
| 06-21-95 | All Nippon Airways | B-747 | Tokyo/Hokkaido, Japan | Personal |
| 07-01-95 | Domodedovo Airlines | IL-62 | Yakutsk/Moscow, Russia | Ransom |
| 08-03-95 | China Eastern Airlines | A-300 | Shanghai/Guangzhou, China | Taiwan |
| 08-15-95 | Phoenix Airways | B-727 | Cape Town/Johannesburg, South Africa | Cuba |
| 09-03-95 | Air Inter | A-320 | Palma de Mallorca, Spain/ Paris, France | Political Protest; landed in Switzerland |
| 11-09-95 | Olympic Airways | B-747 | Bangkok, Thailand/Athens, Greece | Asylum |
| 12-26-95 | Saudi Arabian Airlines | Unknown | Jeddah, Saudi Arabia/ Addis Ababa, Ethiopia | Asylum |
| 01-06-96 | Transasia Airways | Airbus 321 | Taipei/Tainan, Taiwan | China |
| 03-08-96 | Cyprus Turkish Airlines | B-727 | Cyprus/Istanbul, Turkey | Political Statement |
| 03-10-96 | Hainan Airlines | B-737 | Yiwu/Haisou, China | Taiwan |
| 03-24-96 | Sudan Airways | Unknown | Khartoum/Port Sudan, Sudan | Eritrea/Asylum |
| 03-27-96 | Egypt Air | A-310 | Luxor/Cairo, Egypt | Libya |
| 04-04-96 | Biman Bangladesh Airlines | Jetstream 31 | Dhaka/Barisal, Bangladesh | India |

Foreign-Registered Air Carrier Hijacking Chronology 1993–1997—Continued

| <i>Date</i> | <i>Carrier</i> | <i>Aircraft Type</i> | <i>Flight Plan</i> | <i>Objective</i> |
|-------------|------------------------------|----------------------|---|--|
| 07-07-96 | Cubanacan | AN-2 | Bayamo/Moa, Cuba | Asylum/Landed U.S. Navy Base, Guantanamo, Cuba |
| 07-26-96 | Iberia | DC-10 | Madrid, Spain/Havana, Cuba | Landed in United States |
| 08-09-96 | Air Mauritania | Fokker 28 | Las Palmas, Canary Islands/ Nouakchott, Mauritania | Morocco |
| 08-26-96 | Sudan Airlines | A-310 | Khartoum, Sudan/Amman, Jordan | England/Asylum |
| 10-17-96 | Aeroflot | TU-154 | Moscow, Russia/Lagos, Nigeria | Germany/Asylum |
| 11-15-96 | Xiamen Airlines | Unknown | Guangzhou/Xiamen, China | Taiwan |
| 11-23-96 | Ethiopian Airlines | B-767 | Addis Ababa, Ethiopia/Nairobi, Kenya | Escape Poverty/Plane Crashed into Indian Ocean |
| 12-06-96 | Krasnoyarsk Aviation Company | YAK-40 | Krasnoyarsk/Boguchany, Russia | The Netherlands |
| 01-07-97 | Austrian Airlines | MD-80 | Berlin, Germany/ Vienna, Austria | Return to Berlin—Asylum |
| 01-20-97 | All Nippon Airways | B-777 | Osaka/Fukuoka, Japan | United States |
| 02-10-97 | China Northwest Airlines | N/A | Chongqing/Zhuhai, China | Taiwan—Asylum |
| 03-10-97 | Far East Air Transport | B-757 | Kaohsiung/Taipei, Taiwan | China—Asylum |
| 06-02-97 | Air China | B-747 or B-777 | Beijing/Guangzhou, China | Taiwan—Asylum |
| 06-09-97 | Air Malta | B-737 | Valletta, Malta/ Istanbul, Turkey | Asylum |
| 10-06-97 | Iran Air | N/A | Tehran/Bandar Abbas, Iran | Iraq |
| 12-10-97 | Rossiia Airlines | IL-62 | Magadan/Moscow, Russia | Switzerland—Asylum; Money |
| 12-19-97 | Aero Condor | BE-200 | Lima/Chimbote, Peru | Theft of Valuables |

Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1993–1997—Continued

| <i>Date</i> | <i>Carrier</i> | <i>Aircraft Type</i> | <i>Flight Plan</i> | <i>Objective</i> |
|-------------|---------------------------|--------------------------|---------------------------|------------------|
| 12–22–97 | China Eastern Airlines | A–300 | Shanghai/Xiamen, China | Taiwan—Asylum |

Appendix C

Bombings Of Aircraft Chronology 1993–1997

| <i>Date</i> | <i>Carrier</i> | <i>Type</i> | <i>Flight Plan</i> | <i>Details</i> |
|-------------|------------------------------|-------------|---|---|
| 1993 | None | | | |
| 07–17–94 | Alas Chiricanas Airline | EMB-110 | Colon City/ Panama City, Panama | Bomb in cabin area; in-flight explosion; plane crashed; 21 killed |
| 12–11–94 | Philippines Airlines | B-747 | Manila, Philippines/ Tokyo, Japan | Bomb in cabin area; in-flight explosion; plane landed safely; one death |
| 1995 | None | | | |
| 1996 | None | | | |
| 07–09–97 | Transporte Aereo Mercosur | Fokker 100 | Vitoria/ Sao Paulo, Brazil | Bomb in cabin; in-flight explosion; plane landed safely; one passenger killed, six injured |

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Appendix D

Chronology of Significant Acts Against Civil Aviation In 1997 By Date

| | | |
|--------------|------------------------------------|------------------|
| January 6 | Grenade Attack—Madrid Airport | Spain |
| January 7 | Hijacking—Austrian Airlines | Germany |
| January 20 | Hijacking—All Nippon Airways | Japan |
| January 22 | Commandeering—Air Nelson | New Zealand |
| January 28 | Bombing—Air France Office | France |
| February 10 | Hijacking—China Northwest Airlines | China |
| March 10 | Hijacking—Far East Air Transport | Taiwan to China |
| March 31 | Bombing—Kinshasa Airport | Zaire |
| April 4 | Attempted Bombing—Alitalia Office | Greece |
| April 15 | Commandeering | Zaire |
| June 2 | Hijacking—Air China | China |
| June 9 | Hijacking—Air Malta | Malta to Germany |
| June 17 | Attempted Bombing—Almaty Airport | Kazakhstan |
| July 9 | Bombing—TAM Aircraft | Brazil |
| August 9 | Charter Aviation Hijacking | Gabon |
| August 10 | Bombing—Santa Marta Airport | Colombia |
| August 12 | Bombing—Hyderabad Airport | India |
| September 18 | Bombing—Pointe Noire Airport | Congo |
| October 6 | Hijacking—Iran Air | Iran |
| October 19 | Bombing—Alitalia Office | Greece |
| December 10 | Hijacking—Rossiya Airlines | Russia |
| December 19 | Hijacking—Aero Condor | Peru |
| December 22 | Hijacking—China Eastern Airlines | China |

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Appendix E

Chronology of Significant Acts Against Civil Aviation In 1997 By Category

HIJACKINGS

| | | |
|-------------|--------------------------|------------------|
| January 7 | Austrian Airlines | Germany |
| January 20 | All Nippon Airways | Japan |
| February 10 | China Northwest Airlines | China |
| March 10 | Far East Air Transport | Taiwan to China |
| June 2 | Air China | China |
| June 9 | Air Malta | Malta to Germany |
| October 6 | Iran Air | Iran |
| December 10 | Rossiya Airlines | Russia |
| December 19 | Aero Condor | Peru |
| December 22 | China Eastern Airlines | China |

BOMBINGS/ATTEMPTED BOMBINGS/SHOOTINGS ON IN-FLIGHT AIRCRAFT

| | | |
|--------|-------------------------|--------|
| July 9 | Bombing of TAM Aircraft | Brazil |
|--------|-------------------------|--------|

COMMANDEERINGS

| | | |
|------------|------------------------|-------------|
| January 22 | Air Nelson | New Zealand |
| April 15 | (Unidentified Carrier) | Zaire |

AIRPORT ATTACKS

| | | |
|-----------|----------------------------------|------------|
| January 6 | Grenade Attack—Madrid Airport | Spain |
| March 31 | Bombing—Kinshasa Airport | Zaire |
| June 17 | Attempted Bombing—Almaty Airport | Kazakhstan |
| August 10 | Bombing—Santa Marta Airport | Colombia |
| August 12 | Bombing—Hyderabad Airport | India |

Chronology of Significant Acts Against Civil Aviation In 1997 By Category— Continued

| | | |
|--|--------------------------------------|---------------|
| September 18 | Bombing—Pointe Noire Airport | Congo |
| GENERAL/CHARTER AVIATION | | |
| August 9 | Charter Aviation—Hijacking | Gabon |
| OFF-AIRPORT FACILITY ATTACKS | | |
| January 28 | Bombing—Air France Office | France |
| April 4 | Attempted Bombing—Alitalia Office | Greece |
| October 19 | Bombing—Alitalia Office | Greece |
| INCIDENTS NOT COUNTED¹ | | |
| January 26 | Prevented Hijacking | Morocco |
| February 12 | Bombing Near Barranquilla Airport | Colombia |
| March 29 | Grenade Found on Charter Flight | Russia |
| April 8 | Shooting at Phnom Penh Airport | Cambodia |
| May 9 | Shooting at Lagos Airport | Nigeria |
| July 26 | Hoax Device at San Francisco Airport | United States |
| November 29 | Tampering with Aircraft | United States |
| November | Robberies of Planes | Brazil |
| December 13 | Explosion at Abuja Airport | Nigeria |

¹ These incidents are not counted in the statistics for 1997. Because they are of interest, however, summaries are included in the regional areas. It is not to be inferred that these are the only incidents of this type that occurred.

Appendix F

Total Incidents, 1993-1997

| | 1997 | 1996 | 1995 | 1994 | 1993 |
|-------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Civil Aviation | | | | | |
| Hijackings | 10 | 14 | 9 | 23 | 31 |
| Commandeerings | 2 | 1 | 0 | 2 | 2 |
| Bombings/Shootings/Attempted | | | | | |
| Bombings on Aircraft | 1 | 1 | 0 | 3 | 0 |
| General/Charter Aviation | 1 | 6 | 4 | 3 | 5 |
| Attacks at Airports | 6 | 8 | 5 | 14 | 17 |
| Off-Airport Facility Attacks | 3 | 3 | 5 | 1 | 20 |
| Shootings at Aircraft | 0 | 2 | 1 | 4 | 9 |
| Totals | 23 | 35 | 24 | 50 | 84 |
| Incidents Not Counted | 9 | 8 | 7 | 8 | 13 |

Incidents By Category

| | 1997 | 1996 | 1995 | 1994 | 1993 | Totals |
|--|------|------|------|------|------|--------|
| Hijackings | | | | | | |
| Asia | 5 | 4 | 2 | 5 | 17 | 33 |
| Central Eurasia | 1 | 1 | 1 | 2 | 3 | 8 |
| Europe | 2 | 3 | 2 | 2 | 2 | 11 |
| Latin America/Caribbean | 1 | 1 | 0 | 4 | 1 | 7 |
| Middle East/North Africa | 1 | 3 | 2 | 6 | 4 | 16 |
| Sub-Saharan Africa | 0 | 2 | 2 | 4 | 4 | 12 |
| Commandeerings | | | | | | |
| Asia | 1 | 0 | 0 | 0 | 0 | 1 |
| Central Eurasia | 0 | 0 | 0 | 1 | 1 | 2 |
| Latin America/Caribbean | 0 | 0 | 0 | 0 | 1 | 1 |
| Middle East/North Africa | 0 | 1 | 0 | 1 | 0 | 2 |
| Sub-Saharan Africa | 1 | 0 | 0 | 0 | 0 | 1 |
| Bombings/Shootings/Attempted Bombings on Aircraft | | | | | | |
| Asia | 0 | 1 | 0 | 1 | 0 | 2 |
| Central Eurasia | 0 | 0 | 0 | 1 | 0 | 1 |
| Latin America/Caribbean | 1 | 0 | 0 | 1 | 0 | 2 |
| General/Charter Aviation | | | | | | |
| Asia | 0 | 1 | 1 | 1 | 0 | 3 |
| Central Eurasia | 0 | 0 | 1 | 0 | 0 | 1 |

Incidents By Category—Continued

| | 1997 | 1996 | 1995 | 1994 | 1993 | Totals |
|-------------------------------------|------|------|------|------|------|--------|
| Europe | 0 | 0 | 0 | 2 | 0 | 2 |
| Latin America/Caribbean | 0 | 3 | 1 | 0 | 3 | 7 |
| Middle East/North Africa | 0 | 1 | 1 | 0 | 0 | 2 |
| North America | 0 | 0 | 0 | 0 | 2 | 2 |
| Sub-Saharan Africa | 1 | 1 | 0 | 0 | 0 | 2 |
| Attacks at Airports | | | | | | |
| Asia | 1 | 2 | 2 | 2 | 12 | 19 |
| Central Eurasia | 1 | 0 | 2 | 0 | 1 | 4 |
| Europe | 1 | 2 | 1 | 6 | 0 | 10 |
| Latin America/Caribbean | 1 | 1 | 0 | 4 | 3 | 9 |
| Middle East/North Africa | 0 | 1 | 0 | 0 | 0 | 1 |
| Sub-Saharan Africa | 2 | 2 | 0 | 2 | 1 | 7 |
| Off-Airport Facility Attacks | | | | | | |
| Asia | 0 | 2 | 2 | 0 | 2 | 6 |
| Central Eurasia | 0 | 0 | 0 | 0 | 1 | 1 |
| Europe | 3 | 1 | 2 | 1 | 14 | 21 |
| Middle East/North Africa | 0 | 0 | 0 | 0 | 2 | 2 |
| North America | 0 | 0 | 1 | 0 | 0 | 1 |
| Sub-Saharan Africa | 0 | 0 | 0 | 0 | 1 | 1 |
| Shootings at Aircraft | | | | | | |
| Asia | 0 | 0 | 1 | 1 | 0 | 2 |
| Central Eurasia | 0 | 0 | 0 | 0 | 4 | 4 |
| Latin America/Caribbean | 0 | 2 | 0 | 0 | 1 | 3 |
| Sub-Saharan Africa | 0 | 0 | 0 | 3 | 4 | 7 |

Incidents By Region

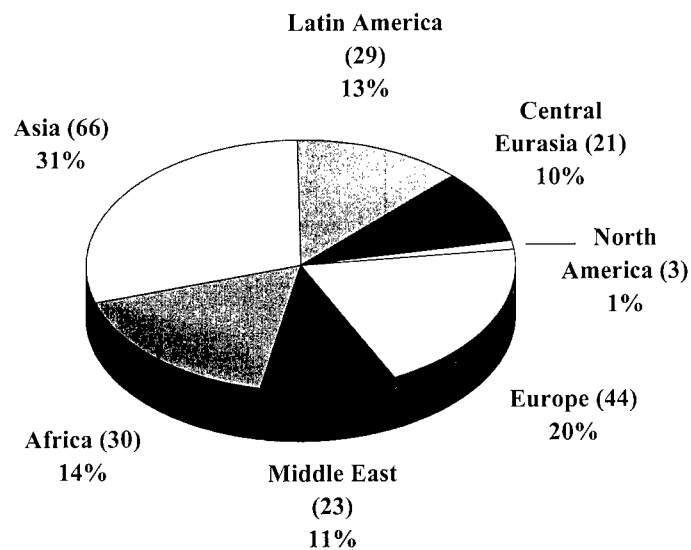
| | 1997 | 1996 | 1995 | 1994 | 1993 | Totals |
|--------------------------------|------|------|------|------|------|--------|
| Asia | | | | | | |
| Attacks at Airports | 1 | 2 | 2 | 2 | 12 | 19 |
| Bombings on Aircraft | 0 | 1 | 0 | 1 | 0 | 2 |
| Commandeering | 1 | 0 | 0 | 0 | 0 | 1 |
| General/Charter Aviation | 0 | 1 | 1 | 1 | 0 | 3 |
| Hijackings | 5 | 4 | 2 | 5 | 17 | 33 |
| Off-Airport Attacks | 0 | 2 | 2 | 0 | 2 | 6 |
| Shootings at Aircraft | 0 | 0 | 1 | 1 | 0 | 2 |
| Central Eurasia | | | | | | |
| Attacks at Airports | 1 | 0 | 2 | 0 | 1 | 4 |

Incidents By Region—Continued

| | 1997 | 1996 | 1995 | 1994 | 1993 | Totals |
|--|------|------|------|------|------|--------|
| Bombings on Aircraft | 0 | 0 | 0 | 1 | 0 | 1 |
| Commandeerings | 0 | 0 | 0 | 1 | 1 | 2 |
| General/Charter Aviation | 0 | 0 | 1 | 0 | 0 | 1 |
| Hijackings | 1 | 1 | 1 | 2 | 3 | 8 |
| Off-Airport Attacks | 0 | 0 | 0 | 0 | 1 | 1 |
| Shootings at Aircraft | 0 | 0 | 0 | 0 | 4 | 4 |
| Europe | | | | | | |
| Attacks at Airports | 1 | 2 | 1 | 6 | 0 | 10 |
| General/Charter Aviation | 0 | 0 | 0 | 2 | 0 | 2 |
| Hijackings | 2 | 3 | 2 | 2 | 2 | 11 |
| Off-Airport Attacks | 3 | 1 | 2 | 1 | 14 | 21 |
| Latin America and the Caribbean | | | | | | |
| Attacks at Airports | 1 | 1 | 0 | 4 | 3 | 9 |
| Bombings on Aircraft | 1 | 0 | 0 | 1 | 0 | 2 |
| Commandeerings | 0 | 0 | 0 | 0 | 1 | 1 |
| General/Charter Aviation | 0 | 3 | 1 | 0 | 3 | 7 |
| Hijackings | 1 | 1 | 0 | 4 | 1 | 7 |
| Shootings at Aircraft | 0 | 2 | 0 | 0 | 1 | 3 |
| Middle East/North Africa | | | | | | |
| Attacks at Airports | 0 | 1 | 0 | 0 | 0 | 1 |
| Commandeerings | 0 | 1 | 0 | 1 | 0 | 2 |
| General/Charter Aviation | 0 | 1 | 1 | 0 | 0 | 2 |
| Hijackings | 1 | 3 | 2 | 6 | 4 | 16 |
| Off-Airport Attacks | 0 | 0 | 0 | 0 | 2 | 2 |
| North America | | | | | | |
| General/Charter Aviation | 0 | 0 | 0 | 0 | 2 | 2 |
| Off-Airport Attacks | 0 | 0 | 1 | 0 | 0 | 1 |
| Sub-Saharan Africa | | | | | | |
| Attacks at Airports | 2 | 2 | 0 | 2 | 1 | 7 |
| Commandeerings | 1 | 0 | 0 | 0 | 0 | 1 |
| General/Charter Aviation | 1 | 1 | 0 | 0 | 0 | 2 |
| Hijackings | 0 | 2 | 2 | 4 | 4 | 12 |
| Off-Airport Attacks | 0 | 0 | 0 | 0 | 1 | 1 |
| Shootings at Aircraft | 0 | 0 | 0 | 3 | 4 | 7 |

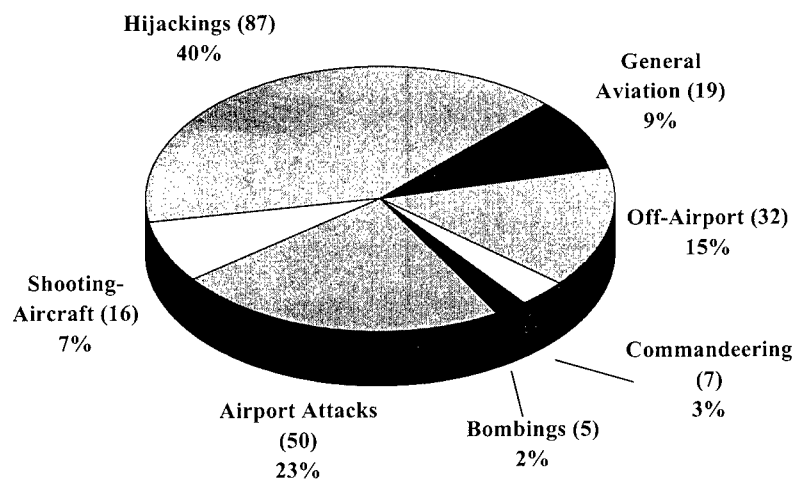
Incidents By Region—Continued

| | 1997 | 1996 | 1995 | 1994 | 1993 | Totals |
|--------------------------------|------|------|------|------|------|--------|
| Asia | 7 | 10 | 8 | 10 | 31 | 66 |
| Central Eurasia | 2 | 1 | 4 | 4 | 10 | 21 |
| Europe | 6 | 6 | 5 | 11 | 16 | 44 |
| Latin America/Caribbean | 3 | 7 | 1 | 9 | 9 | 29 |
| Middle East/North Africa | 1 | 6 | 3 | 7 | 6 | 23 |
| North America | 0 | 0 | 1 | 0 | 2 | 3 |
| Sub-Saharan Africa | 4 | 5 | 2 | 9 | 10 | 30 |
| Totals | 23 | 35 | 24 | 50 | 84 | 216 |



Incidents Against Aviation by Geographic Area, 1993-1997 216 Incidents

(Latin America includes South America, Central America, and the Caribbean)

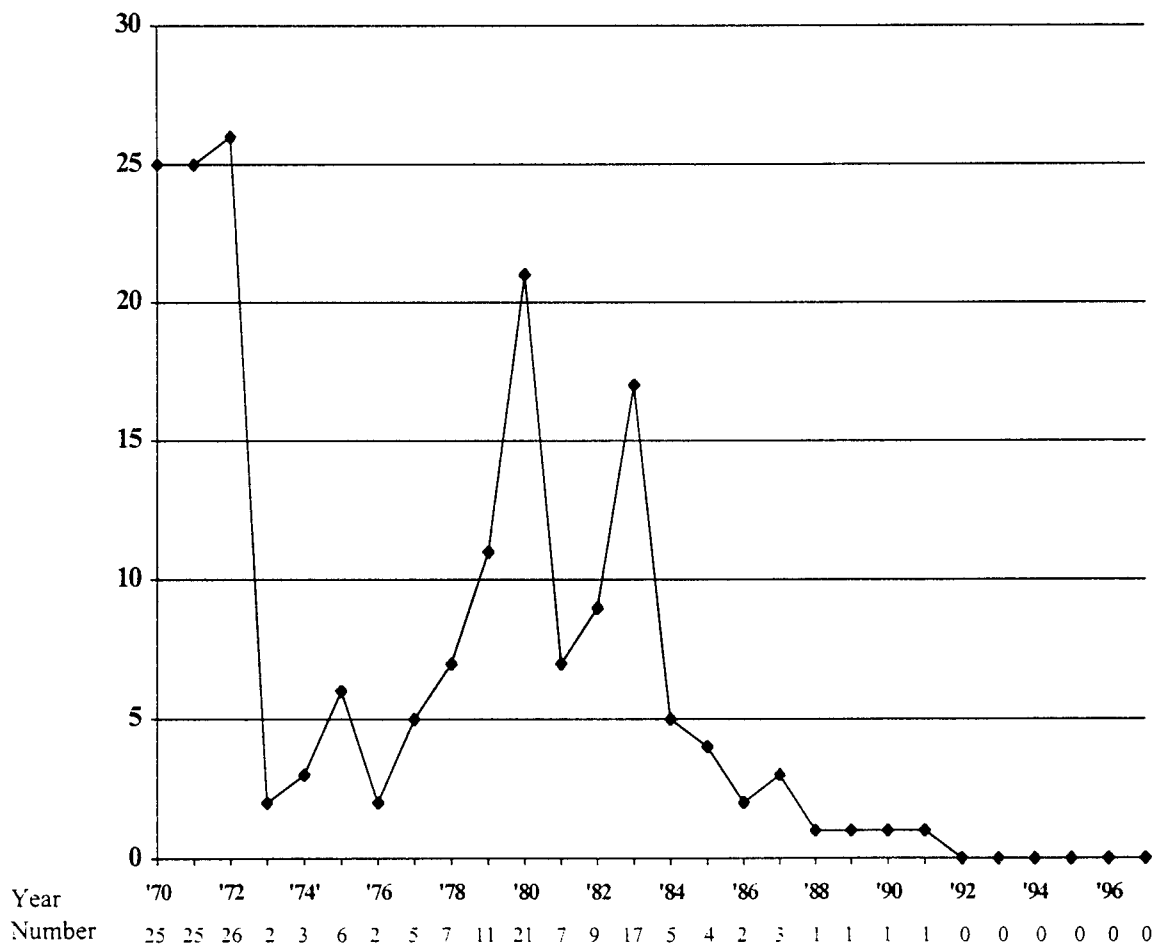


Incidents Against Aviation by Category, 1993-1997 216 Incidents

(Bombings category includes attempted bombings of and shootings on board aircraft)

U.S-Registered Air Carrier Hijackings 1970-1997

Incidents



Foreign-Registered Air Carrier Hijackings 1970-1997

